

# DOUBLE ISSUE 64 EXTRA PAGES

## 2015 REVIEW ● STAR CARS 2016

Special Issue  
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# Auto EXPRESS

## SPECIAL ISSUE

## ASTRA 32-PAGE SPECIAL



Collector's guide to the  
legendary British hatch

# BMW i5 SUV

**EXCLUSIVE IMAGES** New all-electric 4x4 set to be  
BMW's next tech showcase



# 2015 REVIEW OF THE YEAR

NEWS ● DRIVES ● FEATURES ● SPORT ● Highlights from an unforgettable year

# 2016 STAR CARS

15 TOP MODELS  
+ WHAT THEY HAVE TO BEAT

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(6.5) – 67.3 (4.2), Combined 37.2 (7.6) – 61.7 (4.6), CO<sub>2</sub> Emissions 177 – 119g/km. These official EU test figures are to be used as 136PS Blue Drive manual at £28,930 OTR including White Sand metallic paint at £585. \*On the road price of £18,695 applies to All-New Tucson S 1.6 GDi 132PS Blue Drive manual



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**Online  
this week**



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## AUTO EXPRESS ROAD TESTS

All Auto Express tests are carried out at private proving grounds where cars are driven to the limit and performance tested using Racelogic VBOX computer timing equipment. Auto Express also assesses the cars over many miles of mixed public roads before delivering its Road Test Verdict.

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# 2015's been a year to remember, but 2016 is the year of the Brit



**AE** WHO would've thought, this time last year, that the biggest motoring story of 2015 would be about the Volkswagen Group recalling more than 11 million cars because they cheated emissions tests?

One thing's for sure, that story will rumble on in 2016 as customers and potential buyers continue to voice their disapproval. The latest UK registration figures show VW down 19.9 per cent, Audi down 4.4 per cent, Skoda down 10.9 per cent and SEAT down 23.8 per cent – in a market up by eight per cent. Read into that what you will.

It's a great shame, because the VW story has overshadowed what has been another stellar year for the car industry. In spite of VW's best efforts, it should still be a record 12 months for car sales with buyers enjoying a fantastic array of new models.

So if we look ahead, what does 2016 hold in store for us? I reckon it'll be a year when Britain reaffirms its position at the cutting edge of the global automotive stage – with cars like the new Vauxhall Astra, which we've dedicated 32 pages to in this special double issue.

The Astra is the new class leader and just happens to be designed by a Brit, developed in Britain and built here, too. So we've looked at the story behind the new car, talked to the people involved (from chief designer Mark Adams to the guys and girls on the factory floor) and looked back at previous Astras.

Britain's not only leading the way with brilliant mainstream models, its sports cars (take a bow McLaren) are leading the world, and its luxury brands (Bentley, Rolls-Royce, Jaguar and Land Rover) are in demand across the globe. It's all down to those who work for British car companies – at every level.

We're looking forward to bringing you the very best news, reviews and features in 2016. Thanks for being with us in 2015 and have an enjoyable and safe festive period.



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## EXCLUSIVE IMAGES

# BMW i5 SUV'S TECH REVOLUTION

- Exclusive images show chunky all-electric addition to i line-up
- Lightweight carbon fibre i5 set to deliver range of 200 miles



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**AE** BMW will be celebrating its centenary next year, and plans to look forward rather than back with the unveiling of its next i model, the i5.

Speaking exclusively to Auto Express, BMW's board member with responsibility for sales and marketing, Ian Robertson, said: "Legislation means we'll inevitably have more zero emissions cars and we're exploring more i models, although no firm decisions have been made yet."

However, while a Tesla Model S-rivalling saloon or an extended version of the i3 have been rumoured, it's understood from within Munich that an SUV is likely to be favoured by BMW's hierarchy, and our exclusive images show how the i5 might look.

SUV sales continue to grow across the globe, especially in the crucial

Chinese market, and BMW bosses have been analysing Tesla's success, including the demand for its new Model X SUV.

BMW would put its own twist on things with the same sort of advanced tech seen in the i3 and i8, plus the latest in autonomous driving and connectivity features. So expect low-weight carbon fibre to feature heavily alongside all-electric power, with a range well in excess of 200 miles.

Robertson is keen to stress that the i brand isn't just about electric power. "i is about all technologies," he told us. "It's seen as something different in other





countries to the UK, where it seems to be more about the power source. But we have advanced technologies feeding into our other products, such as the carbon fibre used throughout the new 7 Series.”

He also stressed how the i brand will have longevity, with electric power – in plug-in hybrid form – likely to be available across the BMW range in the next couple of years. “We’ll have i tech moving into our products from one side in the same way we have technology from our M cars moving in from the other,” he told us.

Sales of BMW’s i3 haven’t quite taken off globally in the way they have in the UK, although the i8 has enjoyed exceptional demand around the world. “The i3 is working really well where there are government incentives,” said Robertson, “It’s working exceptionally well in Norway and California, and the UK is OK. But Germany has a vision for one million EVs

**“Germany has a vision for one million EVs by 2020, and it’s looking at how countries work with incentives”**

by 2020, and it’s looking at how countries such as Norway and the UK have worked with incentives to increase demand.”

The arrival of an i5 could be timed to coincide with new German incentives, suggesting sales of the car are well over a year away. The development of battery technology will also play a part in the car, both in terms of range and packaging. As Robertson explained: “The tech is

developing fast – we’ll see steps made with lithium-ion batteries and then lithium air will make progress. But next we’ll see solid state batteries without the wet sticky stuff in them – that’s where real progress will be made in terms of density and packaging.”

BMW has recently announced revisions to the i3’s battery pack, taking the range of the full EV model from less than 100 miles to around 130 miles.

## BMW i CARS



**Demand for i3 (left) is strong where there are incentives, but i8 is even more popular**



**BOLD FRONT** S90 features LED headlamps and the 'Thor's hammer' daytime running lights seen on XC90, but with a bolder, concave grille



**OFFICIAL**

**BIG DEAL**

Volvo says new saloon is wider and longer than S80 it replaces; it's set to be one of the largest cars in its class



# Bold S90 saloon contin



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**AE** THE all-new Volvo S90 has been revealed and will herald a new chapter for the brand when it joins the award-winning XC90 SUV in showrooms next summer.

It will take on the likes of BMW's 5 Series, the Audi A6 and Jaguar XF, as well as the new Mercedes E-Class. Like the latter, it will debut at January's Detroit Motor Show.

The S90 follows the lead of the XC90, and shares much of its DNA with its SUV sibling. It sits on the same Scalable Product Architecture (SPA) platform and uses an identical range of four-cylinder engines. It will come with steel or air-suspension systems and has a similar hi-tech, upmarket interior.

The exterior also apes the SUV, with LED headlamps and the striking 'Thor's hammer' daytime running lights, although the big, bold Volvo grille is concave and more upright than on the XC90. The S90 is

**Exec takes on E-Class, 5 Series with dramatic look, hi-tech cabin**

also longer and wider than the outgoing S80 saloon and, according to Volvo, is among the biggest cars in its class.

There's loads of room up front, with plenty of adjustment for the steering wheel and seat, while in the rear, tall adults will easily fit behind a six-foot driver. Those wanting even more space will need to wait for the V90 estate, due to be unveiled at the Geneva Motor Show next March.

The XC90 proved Volvo could make a modern, luxurious interior – and the S90 follows the same theme. A nine-inch touchscreen dominates the centre of the

**"S90 follows the lead of the XC90, and shares much of its DNA with its SUV sibling"**



**TECH**

Big portrait touchscreen features sat-nav as standard, and comes with Apple CarPlay tech



**QUALITY TRIM** XC90 proved Volvo could produce an upmarket interior, and S90 follows in the same vein, featuring high-quality materials and leather seats as standard across all trim levels

# ues Volvo's posh push

**INTERIOR**

S90 mixes high-quality wood and metal inside, and offers lots of space. It also has plenty of scope for seat and steering adjustment, and comes with a raft of safety features

dash, flanked by longer air vents and the same precision-finished controls.

The screen itself is more upright in the S90, reflecting the fact that the driver sits lower than in the XC90. Leather is standard on all models, as is sat-nav. Trim levels will mirror the XC90, too, with Momentum, R-Design and top-spec Inscription.

Engines will broadly match the XC90, but with a two-wheel-drive D4 manual providing the entry to the range at a price of around £32,000. The D4 will go from 0-62mph in 8.2 seconds and emit 109g/km of CO<sub>2</sub>. For comparison, the most economical Jaguar XF emits 104g/km. The more powerful D5 diesel cuts the benchmark sprint to 7.3 seconds, although emissions rise to 133g/km.

But the star of the S90 show is the T8 plug-in hybrid, offering 316bhp and 44g/km of CO<sub>2</sub>. A 0-60mph time and top speed haven't been confirmed, but the instant torque is likely to make it the top choice for performance car

fans, until a Polestar-tuned version joins the range at a later date.


A T6 petrol model will be available in other markets, but isn't destined for the UK. However – in line with Volvo's current powerplant policy – every car will have an advanced four-cylinder engine.

Like the XC90, the S90 boasts impressive tech, with Apple CarPlay available on the big touchscreen and a stereo from British audio expert Bowers & Wilkins.

The S90 includes plenty of safety systems, too. There's the same City Safe autonomous emergency braking, self-parking, 360-degree camera and pedestrian detection as in the XC90, although the semi-autonomous driving feature is now available at speeds of up to 80mph – a big jump from the 30mph in the SUV.

Order books will open when UK pricing is confirmed next spring, and cars will arrive in dealers for the 66-reg plate next September.

**PAGE 12: Volvo S90 Coupé revealed, too**



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The mpg figures quoted are sourced from official EU-regulated test results (EU Directive and Regulation 692/2008), are provided for comparability purposes and may not reflect your actual driving experience. Model shown differs from UK specifications.



**Go Further**



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**AE** VOLVO has hinted at its desire to launch more coupés and convertibles once it's fully refreshed its current model range. An S90 Coupé is likely to be the first arrival, towards the end of the decade.

Speaking with Auto Express, the brand's senior vice president of design, Thomas Ingenlath, said: "First we'll roll out the 90 cluster, then we'll roll out the 60 cluster. Then, even that new all-electric product and – as everyone knows by now – an XC40 as well. We want to manage all this within a four-year period. In 2019, the XC90 will be the oldest car in our range."

He told us that the trio of concepts seen at the Frankfurt, Detroit and Geneva motor shows in 2013 and 2014 would "carry [Volvo] quite far". The XC Coupé became the XC90, and the Concept Estate will return as the V90 at March 2016's Geneva Motor Show.

Ingenlath suggested a production-ready version of the Concept Coupé would arrive in 2020. A new S90 Coupé would rival the BMW 6 Series and Mercedes E-Class Coupé when it arrives, priced from around £40,000. Under Volvo's new modular engine strategy, it'd likely get a range of powerful petrol and diesel four-cylinders, as well as a T8 plug-in hybrid. If the brand's push for all-electric cars comes true, we may see a pure EV, too.

But the brand isn't thinking bigger than the new S90 (revealed on Page 10). Asked whether there were plans for a Mercedes S-Class rival, Ingenlath said: "The flexibility of the SPA platform would easily allow for something like a coupé. When you talk about S-Class, we need to look at the S90 and its rivals. That's as big as Volvo can go."

**"A new S90 Coupé would rival the BMW 6 Series and Mercedes E-Class Coupé when it arrives"**

# Volvo to take on 6 Series with stunning S90 Coupé

■ New two-door will battle BMW and Mercedes ■ Takes styling cues from dramatic Concept Coupé



Concept Coupé previews two-door S90, which is set to arrive in four years' time



Production model will share current XC90's versatile SPA platform, and herald a new range of coupés and convertibles from Volvo

## Liability breakthrough on self-driving cars

VOLVO boss Hakan Samuelsson has announced that his company will accept full liability if any of its cars crash while in full autonomous driving mode.

The company has already signalled its intent that no individual will be killed or seriously injured in any of its cars by 2020. This latest announcement paves the way for further development of autonomous driving technology.

Until now, many legislators around the world have been wary of even allowing testing of such tech. This is due to the uncertainty over who'd be to blame, or face prosecution and claims for damages, in the

**"Until now, many legislators around the world have been wary of allowing testing of autonomous driving tech"**

event of a crash. But with Volvo's landmark announcement, some territories will allow on-street testing of fully autonomous cars.

Samuelsson said: "The absence of one set of rules means makers can't conduct credible tests to develop cars that meet all the different guidelines of all 50 US states. If we're to ensure a smooth transition to autonomous mobility, together we must create the necessary framework."

Volvo's a leader in autonomous research, with the new XC90 and forthcoming S90 featuring tech including adaptive cruise control with queue assist, and auto braking with pedestrian and large animal detection.

**OFFICIAL**



By accepting liability, Volvo has paved way for on-street testing of self-driving tech



**INTERIOR** Even though this is a concept for now, R HYbrid feels very familiar inside. It builds on the 308 GTi's sporty design, with body-hugging seats in red and R badging on the steering wheel



## Essentials

### Peugeot 308 R HYbrid

<b>Price:</b>	N/A
<b>Engine:</b>	1.6-litre 4cyl turbo petrol plus two electric motors
<b>Power/torque:</b>	493bhp/730Nm
<b>Transmission:</b>	Six-speed auto, four-wheel drive
<b>0-62mph:</b>	Sub 4.0 secs (est)
<b>Top speed:</b>	155mph
<b>Economy:</b>	94.1mpg
<b>CO<sub>2</sub>:</b>	70g/km

**ON SALE** N/A



**EQUIPMENT** Central infotainment screen is lifted from the 308, and shows how and when the hybrid system is working – much like in a Toyota Prius



**HYBRID** Electrics would be hidden on production car, but 115bhp motors (one on each axle) combine with 1.6-litre turbo for an impressive power total of 493bhp



# Mega



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**AE** WHAT'S not to like about this set of headline-writing ingredients: 493bhp, 730Nm of torque, four-wheel drive, 1,550kg, 94.1mpg fuel economy and 70g/km CO<sub>2</sub> emissions, all neatly wrapped up in the practical skin of the Peugeot 308 GTi?

Well, you can't actually buy this car yet. Indeed, unless the engineers at Peugeot Sport persuade their bosses to turn the 308 R HYbrid Concept into a production reality, you might never be able to drive this car.

But having now driven it, I can tell you one thing without hesitation: Peugeot should build this car... and build it soon.

The 308 R HYbrid is a game-changer if ever there was one. Considering the cars it would look to compete with – everything from a Honda Civic Type R up to and beyond the Audi RS3 and forthcoming Ford Focus RS – it has the potential to be more than

### ■ We drive Peugeot's sensational 493bhp petrol/electric hot hatch

just very good. On this evidence, it could even be the car to finally pick up where the 205 GTi left off all those years ago. That's how significant the 308 R HYbrid could be.

Powered by a 1.6-litre turbocharged engine and two 85kW, 115bhp electric motors (one on each axle), the 308 R HYbrid has been in development for 18 months. There are three driving modes: full electric (known as ZEV), hybrid and hybrid sport. In full electric mode, you can do up to 60mph before the 1.6-litre petrol engine comes alive to deliver 270bhp and 330Nm of torque beneath your right foot. That's about the same as in the regular 308 GTi, in other words.

In hybrid mode, however, the electric motors are also used to fill the gaps between gearchanges and during those brief moments when the turbo petrol





# 308 R HYbrid hits road

## FIRST DRIVE

Launch mode delivers all 493bhp, and makes the car seriously fast. R HYbrid is agile, too



engine is off boost. So, in this setting, the car feels a bit like it's powered by an atmospheric 3.0-litre V6 with zero lag, albeit paired with a slightly clumsy-shifting six-speed automatic gearbox.

However, the moment you press the hybrid sport button, you get the full benefits of all three motors and a total of 395bhp to play with. In launch mode, that jumps to 493bhp and a quite astonishing 730Nm until you back away from the throttle – at which point the engine reverts to a mere

395bhp. In hybrid sport mode, the car transforms from feeling like a torquey hot hatch to something altogether more mad.

Peugeot Sport claims a 0-62mph time of “less than four seconds”. Top speed is restricted to 155mph, but in practice the 308 R HYbrid feels a fair bit quicker than these numbers suggest. The instant throttle response is fantastic at any revs and seemingly in any gear. You always get the same immediate hit of energy no matter what ratio you're in. And it's a unique experience in a hot hatch.

Ultimately, this car is all about its drivetrain, but at the same time Peugeot Sport has worked equally hard on making the chassis match up to the power and torque. The handling, steering and even the ride of the 308 R HYbrid are sharp, tidy, polished and composed. The car feels ready for sale, and that's just what Peugeot should do – before someone else gets there first and steals its thunder.



## Verdict

A MERE concept it may be, but the 308 R HYbrid feels as production-ready as any concept we've driven in the past decade. Peugeot Sport says it's waiting for the reaction of the world's automotive press before making any further decisions, and the response from Auto Express is simple: build it. Having put this much time, money and engineering effort into the project and made this much progress on the humble hot hatch, Peugeot would be mad not to put it into production.





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08:17 AM



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Fuel consumption in mpg (l/100km) for Kia Rio 'SR7' 3-door: Urban 44.8 (6.3), Extra Urban 67.3 (4.2), Combined 56.5 (5.0), CO<sub>2</sub> emissions 115g/km. MPG figures are official EU test figures for comparative purposes and may not reflect real driving results. Available between 01/12/15 and 31/03/16 inclusive. **You will not own the vehicle until all payments are made.** At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle, (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Further charges may be made subject to mileage and condition of the vehicle. Excess mileage charge 14.9p per mile. Subject to status. T&Cs apply. 18s or over. Guarantee/Indemnity may be required. Kia Motors Finance RH1 1SR. Model shown: Kia Rio 'SR7' 3-door 1.25 84bhp 5-speed manual at £10,845 including £1,000 customer saving. Non-offer price £11,845. Customer savings vary by model derivative. Specification is subject to change without notice. \*Kia Care-3 for £99 must be activated within 30 days of vehicle registration. Care-3 is the Kia Servicing Package that covers recommended manufacturer's servicing. T&Cs apply. Offer not available with any other offer. Offers not available in The Isle of Man or Channel Islands. Retail sales only. Details correct at time of going to press. 7 year / 100,000 mile manufacturer's warranty. For full terms and exclusions visit [www.kia.co.uk](http://www.kia.co.uk). The Bluetooth® word mark and logo are registered trademarks and owned by the Bluetooth SIG, Inc.

# Inside's out on new E-Class

**Mercedes reveals Mk5 exec's sumptuous, S-Class-style interior**



**Jonathan Burn**  
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@Jonathan\_burn

**AE** PIECE by piece, the all-new Mercedes E-Class is beginning to come together. This is our first look inside the fifth-generation saloon, as official interior images are released ahead of the car's debut at the Detroit Motor Show in January.

To help give the E-Class the upper hand against rivals such as the Audi A6, Mercedes has introduced a wave of new features. On the dashboard sits its next-generation digital readout, made up of two bonded 12.3-inch HD displays. The system will be fitted as standard on all models except the base version, which makes do with analogue dials and a separate 8.4-inch colour display. Both systems get Apple CarPlay.

Other new additions include two touch-sensitive steering wheel pads, which let the driver control the displays independently without taking their hands off the wheel. The screens are configurable and can display things such as nav instructions and vehicle settings, while you can choose between three separate instrument cluster designs – Classic, Sport and Progressive.

The cabin will feel familiar to those who've sat in the flagship S-Class, with the four central air vents, a wraparound dash and flowing centre console that houses Mercedes' COMAND controller. The E-Class also has massaging front seats and panel heating on the armrests. Gerd Schottke,



**OFFICIAL**



**DRIVER'S VIEW** High-quality cabin takes cues from S-Class, with four central air vents, wraparound dash and flowing centre console

**DISPLAYS**  
Brace of digital screens are configurable. Massage front seats also grace E-Class, due on sale next year



E-Class interior designer, told Auto Express: "Simplicity is a very strong driver for us. Reduce complexity and reduce switches – keep it simple. A new product from Mercedes has to be a new holistic experience, from the moment you grab the keys."

Elsewhere, the cabin features 64 ambient lighting colours, a new woven metal dash finish and an uprated 23-speaker Burmester stereo. Final prices and specs will be announced in January.

## Turbo V8 confirmed for Lambo SUV

LAMBORGHINI has confirmed that it will use a new turbo V8 in its 2018 Urus SUV.

A 4.0-litre twin-turbo will be fitted, with CEO Stephan Winkelmann telling Auto Express: "For the first time we will have a turbo engine inside – a V8. But the Urus will still be the fastest and most powerful SUV."

Lambo's sports cars will stick with natural aspiration, but Winkelmann said: "We will not say we won't go with that [turbos in future] if it's better than what we have today."

Meanwhile, the brand is set to mark the 100th anniversary of the birth of founder Ferruccio Lamborghini with a limited run supercar at next year's Geneva Motor Show.

It'll use an upgraded version of Lambo's V12 and is likely to be badged Centenario. Twenty will be built, and Winkelmann told us: "It'll be a completely different design from both the Huracán and Aventador."

**OFFICIAL**



Lambo first showed Urus concept in 2012; now production car will get a turbo engine

## Next Bugatti to be called Chiron

BUGATTI has confirmed its next-generation hypercar will be called the Chiron. The name comes from Louis Chiron, who raced for Bugatti through the twenties and thirties, winning numerous grands prix.

The brief for the new car was simple: "Make the best significantly better." Bugatti says the Chiron – which is set to boast 1,500bhp-plus – will be "the best super sports car of the present day".

A production version is touted for a Geneva Motor Show reveal in March.



# NEW PEUGEOT 208 RE-ENERGISED

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Presented by engine technology international magazine

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1.2-litre three-cylinder turbo



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**PEUGEOT RECOMMENDS TOTAL** Official Fuel Consumption in MPG (l/100km) and CO<sub>2</sub> emissions (g/km) for the New 208 Range are: Urban 40.4 – 78.5 (7.0 – 3.6), Extra Urban 61.4 – 104.6 (4.6 – 2.7), Combined 52.3 – 94.2 (5.4 – 3.0) and CO<sub>2</sub> 125 – 79 (g/km).

MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only and may not reflect actual on-the-road driving conditions. \*Representative 0% APR over 37 months. Terms and conditions apply, participating dealers only or visit peugeot.co.uk. Peugeot Motor Company PLC is a credit broker not a lender. We will only introduce you to Peugeot Financial Services. A guarantee may be required. Finance provided by and written quotations available from PSA Finance UK Ltd t/a Peugeot Financial Services, Quadrant House, Princess Way, Redhill, RH1 1QA. Excess mileage charges may apply. \*The first year Road Fund Licence (RFL) is included in the on the road price. The Dealer will provide customers with a cheque equivalent to twice the current RFL cost. The customer must apply for years 2 & 3 RFL. Just Add Fuel® (JAF) is subject to status. \*Minimum age 21, 25 or 30 on selected models, maximum age 75. Policyholder must have a minimum of 2 years NCD to use on the vehicle. All drivers must meet eligibility criteria including minimum 2 years' full UK licence, driving convictions/claims limits. Excesses apply. 3 years motor insurance is provided and underwritten by U K Insurance Limited, which is authorised by the Prudential Regulation Authority and regulated by the Financial Conduct Authority and the Prudential Regulation Authority. Payments will vary according to age, post code and annual mileage. The costs of insurance, servicing and Roadside Assistance are included within the monthly cost of JAF Passport, but are provided on a monthly pay-as-you-go basis and can be cancelled at any time without penalty or affecting the remainder of the JAF Passport contract. Routine servicing included only. Excludes wear parts. \*£500 deposit contribution at participating dealers. All offers available on qualifying vehicles ordered and registered between 01/10/2015 and 31/12/2015 or until such time as they may be withdrawn by Peugeot at its complete discretion. Image shown for illustration purposes only. Model shown is a 208 Hatchback 1.2 PureTech 82 5 door Allure with 16" Titane Gloss Black Alloys, with metallic paint, Cielo Panoramic Roof and Menthol White exterior personalisation pack at £15,940. All information correct at time of going to press. Visit peugeot.co.uk for full terms and conditions.

## NEW PEUGEOT 208

MOTION & EMOTION



PEUGEOT

# Green light for Porsche's new all-electric supercar

■ **Mission E gets the go-ahead**  
■ **New assembly plant to build it**



**Lawrence Allan**  
Lawrence.Allan@dennis.co.uk

**AE** PORSCHE has confirmed that the Mission E concept, first seen at this year's Frankfurt Motor Show, has got the go-ahead for production and will arrive by 2020.

In concept form, the Mission E was powered by a state-of-the-art 800-volt drive system with two electric motors, and a battery Porsche claims is more powerful than that of any current EV.

The resulting 592bhp gets it from 0-62mph in 3.5 seconds, yet it is also capable of a 310-mile range. The batteries can be charged to 80 per cent capacity in 15 minutes with Porsche's 'Turbo Charging' system, with the option of wireless inductive charging also available.

The brand's first pure EV will herald a new era in battery-powered Porsches, and will entail massive investment for a new plant to produce it, too. As the VW Group looks to move on from the Dieselgate scandal, it previously announced its commitment across all its brands to launching a number of electric and hybrid models in the next few years. The group has confirmed the next VW Phaeton will be electric, and now Porsche will get in on the act with the Mission E.

As a measure of the extent of the commitment to electric vehicle production, around 700million Euros (£505m) will be invested in Porsche's main Stuttgart site to accommodate an extra assembly plant and paint shop. The existing engine factory will

■ **OFFICIAL**



**Strikingly styled Porsche concept wowed Frankfurt; now production car is on the way**

**"The Mission E's 592bhp gets it from 0-62mph in 3.5 seconds, yet it also has a 310-mile range"**

also expand for electric motor production, while over 1,000 extra jobs will be created there alone. Another 300million Euros (£216m) will boost other areas of the firm. Dr Olivier Blume, chairman of Porsche's executive board, said it's the "beginning of a new chapter in the history of the sports car".



**news in brief**



## Kia names its price on latest Optima

KIA has announced prices for its new Optima (above). The saloon is claimed to be more upmarket, more fun to drive and more economical than its predecessor, but the starting price has risen from £19,995 to £21,495.

With the 1 trim dropped, the range will consist of 2, 3 and 4 models, with GT-Line and GT coming later in 2016. The car goes on sale on 5 January.

## Audi to attend the London Motor Show

AUDI is the latest brand to confirm attendance at next year's London Motor Show, where it will be represented by dealer group Marshall.

The show is being billed as an event for the whole family, with an impressive list of dealer-backed attendees including Tesla, Jaguar, VW, Mazda, BMW, Nissan, Hyundai, Ford and Volvo.

The show takes place in Battersea Park, South London from 5 to 8 May 2016, with tickets available from [www.thelondonmotorshow.co.uk](http://www.thelondonmotorshow.co.uk).

## Tuner gives MX-5 power upgrades

BRITISH tuning firm BBR has boosted the performance of the new Mazda MX-5 (below) with its Super 190 package.

It builds on the 2.0-litre version by upping power from 158bhp to 187bhp. It costs £1,995, but there's also a Super 175+ pack which ups power to 175bhp for £495. In addition, 1.5 owners can add the Super 160 pack (also £495), boosting power to 158bhp. The changes invalidate Mazda's warranty, but BBR offers its own powertrain cover.



## Major tech update for Vauxhall Corsa

VAUXHALL has added its IntelliLink and OnStar systems to the Corsa.

The IntelliLink R4.0 touchscreen, standard on Energy models up, now has Android Auto and Apple CarPlay connectivity, plus Bluetooth and USB.

Meanwhile, OnStar gives access to a manned assistance line, and will contact the emergency services after a crash. It also offers Wi-Fi. It's free for the first year, then £79 annually.

**PAGE 59: New Astra special**



# Honda hikes its prices



**INCREASE**  
New HR-V sees biggest rise in Honda's rather unfestive price hike

HONDA is playing Scrooge this Christmas by announcing a price hike across its range.

The increase works out at an average of 2.3 per cent. The biggest rise, which is in effect already, comes on the HR-V, with a 4.4 per cent increase, so the range now starts at £18,495. On 4 January, prices for the new Jazz will go up by an average of

2.3 per cent, although it'll still cost from £13,495, while the CR-V will rise by 1.9 per cent, and start from £22,770. Civic prices are going up by 2.3 per cent.

The managing director of Honda UK, Philip Crossman, was keen to stress that the price rise was only made in line with the brand's main competitors.

# McLaren's 675LT Spider

■ Only 500 to be sold globally  
■ 0-62mph in 2.9 secs; 203mph



**Sam Naylor**  
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**AE** McLaren's model expansion continues apace with this, the 675LT Spider. It's the second car in the company's Super Series to use the LT (Longtail) name after the coupe version was introduced at the Geneva Motor Show in March. Both cars share their name and design ethos with the Le Mans-winning F1 GTR Longtail from 1997.

The 675LT Spider will be limited to just 500 sales around the world, so you'll need to get your order in quick. Just make sure you've got enough spare change in your pocket as it will set you back £285,450 – a £25,950 premium over the coupé.

Its folding hard-top can be opened and closed at speeds of up to 19mph and sits beneath a tonneau cover behind the cockpit, but the V8 is still visible through the transparent engine cover. Like the 650S Spider, opening the top exposes two flying buttresses behind the driver and passenger – a subtle nod to McLaren's F1 heritage.

The rest of the design doesn't stray far from the coupé, with the same large side air intakes, aggressive front splitter and the long tail at the back. The rounded twin exhaust pipes housed above the wild rear diffuser remain, too.

There's an extra paint option exclusive to the Spider, called Solis and revealed in these official pictures, while lightweight 20-inch alloys wear special Pirelli tyres developed for the car. There's also the option of a new 20-spoke alloy wheel design seen in our main image. Like the coupé version,

■ **OFFICIAL**



Spider's folding hard-top can be operated at speeds of up to 19mph



the Spider's 3.8-litre twin-turbo V8 produces 666bhp and 700Nm of torque. You might expect the car to weigh a lot more than the coupé, but thanks to the carbon fibre construction just 40kg has been added by the roof mechanism – so performance is nearly identical.

The Spider gets from 0-62mph in 2.9 seconds, and on to a top speed of

203mph – that's 2mph down on the coupé. Compared to the 650S Spider, the 675LT has a 20mm wider track, stiffer springs and is 100kg lighter, plus there's 40 per cent more downforce.

The interior is stripped back, with thin racing seats based on those from the P1 hypercar. It still features a large central touchscreen and a stereo system, but the air-con has been removed to save weight.

## Infiniti still planning hot Mercedes-AMG rival

INFINITI will forge ahead with plans to create a performance model to take on Mercedes-AMG and BMW's M division, the company's chief has told Auto Express.

Speaking as the first Q30 rolled off the line at owner Nissan's Sunderland plant, Infiniti global president Roland Kruger said: "Every premium brand with performance aspirations needs a halo – a model that symbolises power and performance."

But don't expect to buy a hot Infiniti soon. The maker has more important cars to launch first. "We need to concentrate on cars like Q30," Kruger told us. "That said, next year we'll launch the Q60 with a powerful 3.0-litre twin-turbo engine."

Last year, Infiniti revealed the Q50 Eau Rouge concept (right), but discussion of a range-topper has since gone quiet. That car had the Nissan GT-R's 560bhp 3.8-litre

twin-turbo V6, built by racing team RML Group. Kruger hinted that while he wants a hot model or performance brand such as Eau Rouge, he understands Infiniti and its position in the market. He said: "We see the next few years as a grade walk. We're still very small compared to our rivals, and we need to introduce the right grade walk."

Next year will see the new Q60 Coupé launched. The two-door will rival cars such as the Audi A5, and while it'll likely get a range of petrol and diesel engines, the new 3.0-litre twin-turbo V6 will be the quickest model for the time being.

It could offer up to 400bhp – notably less than Mercedes-AMG's C 63 – signifying there is room to add a hotter halo model later on. Kruger also revealed the new engine should make its way to the Q50 to give the exec saloon some much-needed excitement.



Q50 Eau Rouge hinted at what Infiniti's performance car programme has in store

# ready for action



"Thanks to the carbon fibre construction, just 40kg has been added to the coupé by the roof mechanism, so performance is nearly identical"



## SPECIAL LOOKS

Solis paint option and new 20-spoke alloys are unique to the Spider



## ON TRACK

2011 Kubang concept first hinted at SUV; car will finally go on sale here in 12 months

## Maserati SUV to start around £55k

MASERATI'S Levante SUV is likely to cost from around £55,000 when it goes on UK sale towards the end of next year.

The production model will be unveiled at the Geneva Motor Show in March, but British buyers face a wait of a number of months before they can get their hands on one, with UK sales set to start next

December. Peter Denton, region manager of Maserati North Europe, said: "It will have a 10 per cent premium on the Ghibli in terms of starting price."

With the cheapest Ghibli £49,160, that means the Levante would kick off around the £55k mark, putting it firmly in Porsche Cayenne and Range Rover

Sport territory. The company is also expanding its UK dealer network from 18 to 26 to cope with expected demand.

After the Levante, attention will turn to the Alfieri Porsche 911 rival and new GranTurismo and GranCabrio. "They will all be on sale by the end of 2018," said European general manager Giulio Pastore.



Mat Watson

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## Video watch

SPORTS car fans rejoice – we have a double bill of high-performance fun and frolics for you this week at [autoexpress.co.uk/videos](http://autoexpress.co.uk/videos).

## Porsche's new turbo 911 blasts off



YOU may have already read our verdict on the new all-turbo Porsche 911 range in Issue 1,397.

One of the key concerns about the brand's recent switch to forced induction was that the legendary sports car would lose some of its characterful flat-six-cylinder bark.

So is that the case? Watch our video review of the coupé and convertible, and decide for yourself.

## GT86 road car faces 500bhp GT86 racer



HOW much faster can you make a Toyota GT86 if you strip it out, tune it to 500bhp and fit a sequential transmission? We wanted to find out, so we travelled to Blyton Park in Lincolnshire to put the Cosworth-powered Fensport GT86 race car head-to-head with the road model.

You can watch any of our videos on your phone  
Simply scan this QR code.





Martine Davies was aghast to be handed bill in excess of £4,000 for a new engine

# Nissan under fire over Qashqai belt bust-up

**■ CASE STUDY** Reader claims firm didn't inform her new part was needed, leading to engine failure

**AE** Martin Saarinen

MANY owners choose to avoid expensive dealerships and have repair work done at independent garages, which offer similar services for smaller fees. Sometimes, though, choosing to save can end up more expensive in the long run.

It's a scenario that Martine Davis, from Welwyn Garden City, Herts, found out to her cost. Martine had serviced her 2008 Nissan Qashqai at her local Nissan dealer, Glyn Hopkin in St Albans, since it was new, so when major problems developed earlier this year she thought she'd be covered.

She was driving on the motorway when her auxiliary belt snapped, and seized the engine. "I eventually had the car towed back to Nissan, which charged me £4,025 for a new engine," Martine told us. The auxiliary belt needed replacing every five years, and because it was two years overdue, Nissan said it was no surprise it had snapped.

Martine, however, told us her dealer had never told her to replace the belt: "In 2013, I was told I needed a new cambelt, but because Nissan wanted £840 for the job, I decided to have the work done at an independent garage, which only charged me a fraction of what Nissan wanted."

She was adamant that at no point did Nissan emphasise the auxiliary belt needed

**SERVICE SHOCK**  
Nissan refused to help with cost of engine as Qashqai had been serviced outside network



**"Martine was driving on the motorway when the auxiliary belt snapped, seizing the car's engine"**

replacing, too. She added: "I've serviced my car with Nissan for seven years, twice after the independent garage replaced the cambelt. Nissan should have told me about needing a new auxiliary belt."

We took the case to Nissan to see if it would help with the engine cost given her

continued servicing loyalty, but a company spokeswoman said: "The Nissan service schedule indicates the auxiliary belt should be changed at the same time as the cambelt. As Mrs Davis had the work conducted outside the network it is not reasonable for us to be responsible for a consequential repair, whatever the size of it."

Martine wasn't happy, telling us: "Not only was I never told the auxiliary belt needed replacement, I contacted other Nissan garages who told me they do not always replace the auxiliary belt with the cambelt. I've had all of my services with Nissan – this isn't something I envisaged."



Joe Finnerty

**Giving doctors more power is a sensible step forward in keeping our roads safe**

**AE** IT'S not often a new report comes out and the advice seems to add up and be well received. Unfortunately, the reality is that in the world of Government departments and top-level organisations, common-sense isn't always as common as it should be.

So the recent General Medical Council (GMC) draft guidance for GPs is much welcomed.

It now says doctors should inform the Driver and Vehicle Licensing Agency (DVLA) if their patient is unfit to drive or getting behind the wheel against medical advice. This allows the DVLA – and DVA in Northern Ireland – to then revoke a licence where needed.

GPs don't need permission from the patient, either, if there is a need to protect individuals or the wider public from the risks of death or serious harm.

Sure, nobody wants to be told they can't drive, and outside of London or major cities, losing your car can have a massive impact on your freedom and mobility.

However, other road users need to be kept safe, too, and this guidance helps to balance GPs' legal and ethical duties. Patient confidentiality is a key part of the system, but in certain circumstances, doctors need to step in for everyone's benefit. That's why this report is good news.

The GMC and DVLA advice has been praised by road safety charities, too, and for us it represents a brief moment of joined-up thinking and clarity in the nation's decision-making process.

Let's hope this isn't just a Christmas miracle and the good work continues into 2016 and beyond.

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@AE\_Consumer

**"For everyone's benefit, there are certain circumstances where doctors need to step in"**



**NAV BUG**  
Garmin users have found themselves directed to Preitenegg

# Garmin glitch sends nav users to Austria

■ Company sorry over bug directing users to town of Preitenegg

**AE** Martin Saarinen

THE picturesque town of Preitenegg in Austria has become the impromptu destination for owners of Garmin sat-navs following a glitch in the system.

The mapping software is guiding users from all over Europe, including the UK, to the small town near the Slovenian border as a shortcut.

Top tier sat-navs are notoriously good at helping drivers avoid roadworks and jams by suggesting alternative routes to destinations, but a programming error in Garmin's GPS is causing all of the alternative routes to include the town of Preitenegg – which is some 1,000 miles away from London.

Since July this year, owners have told Garmin its attempts at avoiding roadworks and delays have been sidetracked by a suggested detour to Austria.

Users in the UK reported being redirected to Preitenegg when on the M20 in Kent – although there are no reports anyone has actually followed the new route.

A spokesman told us: "Our engineers have found the problems arise particularly in devices where only one sub-region, such as Western Europe, is installed.

"We are pleased, though, that Garmin has helped Preitenegg to become much better known, but we are currently working on a solution and will resolve the problem with the next map update."



**LEGAL EXPERT**

**Joanne Lezemore**

Solicitor  
www.consumer-genie.co.uk

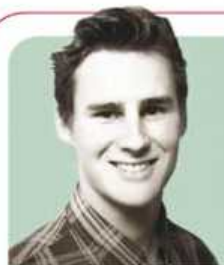
■ FOR years many drivers thought that, when the parking ticket expired in private or council car parks, they had to be given a few minutes before a penalty notice could be issued. But that was just a myth, and you could be given a ticket as soon as you were over your allotted time.

However, this year has seen significant change that benefits motorists. In April, the law was updated so that drivers must be given a 10-minute grace period in all on and off-street council parking places.

The grace period was then extended to private parking companies, too, under the Code of Practice laid down by the British Parking Association. The new ruling applies to both paid for parking tickets or after the expiry of free parking tickets.

It's not totally straightforward, though, as charges that private companies levy for overstaying can vary greatly and there have been a few attempts to challenge the amounts being demanded – not all successful.

The Supreme Court recently ruled that a charge of £85 levied by a company called Parking Eye on one driver was fair and proportionate. So it's important that you read the terms and conditions of parking carefully, and ensure that your ticket will cover you for the time needed.



**Inbox** What do you think?

Contact **Martin Saarinen**

mail@autoexpress.co.uk @AutoExpress

Write to: Watchdog/Letters, Auto Express, Dennis Publishing, 30 Cleveland Street, London W1T 4JD

## HOT TOPIC New Evoque cabrio

**FROM: chris\_XXX** I THINK the convertible maintains the looks of the Evoque, which has been one of the reasons it has sold so well. I wonder if Land Rover has fixed the slow movement of the front seats when trying to access the rear? Will we see a sporty version soon?

**FROM: Lt. Bullitt** THIS car is perfect for my wife and I. After years of owning Audi and BMW convertibles, back problems have made living with their rigid suspension harder. This model from Land Rover answers our problems and solves all of our issues with standard convertibles.



**HIT OR MISS?**

Evoque cabrio isn't to taste of everyone, but is likely to sell strongly

Join the debate at [www.autoexpress.co.uk](http://www.autoexpress.co.uk)

■ "It's amazing how removing that hideous hard-top has actually improved the look of this car." **soldierboy001**

■ "It just looks weird. The rear end with the roof down is awful. Shame, as the standard Evoque is a real looker." **Andy**

■ "May become a bigger hit than expected. You sit high, and the car oozes all-round protection and off-road capability." **Phil**

## No NOx issues for VW Transporter models

**FROM: Kate Thompson, Volkswagen UK** IN response to your twin test (Issue 1,398), no Transporter-based vehicles, including the Caravelle and California, are affected by the NOx emissions issue, and so will not be subjected to the forthcoming service action.

## My super Skoda is a hit for kit as well

**FROM: Roger Gillham** HEATED windscreens on modestly priced cars are not only on Fords (Inbox, Issue 1,397). My Skoda Yeti also has a heated screen, but in addition, a rear view camera, heated electric memory driver seats and park assist, too.

## How much power does Tesla require?

**FROM: Nigel Lorrigan** I WAS interested to read your article in which Mr Barnes complained to Tesla that his Model S P85D didn't provide him sufficient power to 'feel comfortable overtaking at speed' (Issue 1,397). I wonder at what speed he wishes to overtake, given that he has 393bhp at his disposal?

## You can't fit tyres that aren't in stock!

**FROM: John Jones** I FOUND it interesting to hear that companies like etyres.co.uk were even allowed to quote for a tyre replacement (Our cars, Issue 1,397) when it does not carry it in stock, nor is able to source replacements within a couple of days. Surely this practice should be illegal?

**Useful Contacts**



THE following provide help with motoring problems. Some services are free, others charge a fee or operate on premium-rate lines (p), while some offer advice for members only (m).

**Legal**  
AA: 0906 010 1300 (p)  
RAC: 0870 5533 533 (m)  
Which?: 01992 822 800  
Consumer Direct: 0845 404 0506  
Local Trading Standards  
Local Citizens Advice Bureau

**Used car inspections**  
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RAC: 0800 085 2529  
**Technical advice**  
AA: 0870 606 1619 (m)  
**Driving licences**  
DVLA: 0300 790 6801

**Car registration/history**  
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AA: 0800 316 3564  
DVLA: 0300 790 6802  
RAC: 0800 975 5867  
**Traffic information**  
AA: 09003 401100 (p)  
RAC: 09003 444999 (p)

**Problems with dealers**  
Motor Codes: 0800 692 0825  
Consumer Ombudsman: www.consumer-ombudsman.org  
RMIF: 0845 839 9205 (m)  
Scottish Motor Trade Association: 0131 331 5510

**Problems with makers**  
Motor Codes: 0800 692 0825  
**Financial problems**  
Financial Ombudsman: 0800 023 4567  
**Safety concerns/recalls**  
DVSA: 0300 123 9000



# DREAM COME TRUE

We join the hugely talented winner of our Aston Martin competition as his stunning supercar design gets the thumbs-up from the brand's styling team



**Joe Finnerty**

Joe\_Finnerty@dennis.co.uk  
@AE\_Consumer

**AE** GAMES consoles, digital cameras and jewellery might top most Christmas lists this year, but petrolheads will be hoping Santa pops the keys to a new supercar down the chimney and into their stocking instead.

Unfortunately, the closest most of us will get is a scale model of our favourite motor to sit on our shelves rather than a new car on the driveway on Christmas morning.

Auto Express brought the dream a little closer to reality for one reader, though, when we announced the winner of our Aston Martin design competition.

We asked you to create a version of the V12 Vantage S, with the prize an Aston Martin factory tour and a rendering of your design signed by chief creative officer Marek Reichman – the man behind some of the company's latest cars, including James Bond's DB10 from the Spectre movie.

After months poring over the entries to our competition, judges from Auto Express and Aston Martin selected Thomas Smith, from Ipswich, as our worthy winner for his stunning concept – the AM12 (see panel, below).

Aston designers were particularly impressed by Thomas' work because it showed character as well as plenty of the

marque's styling hints. Marek said: "Above anything, what stood out was character. It's what we're always looking for – character to withstand the pressures of production. It's a striking design and he clearly understands Aston Martin. It couldn't be mistaken for anything else."

"We looked at the others and you can study them for a long time but you have to go back to the one that made you draw breath," he added. "I think it's great to see young – particularly British – designers who are passionate about Aston Martin still. British designers are the best in the world and you can see that in any manufacturer."

"It also tells me Aston Martin still appeals to people who are not in our customer segment. It's great to see someone like Thomas experimenting and pushing, and this is going to be a big boost to him," Marek concluded.

We caught up with Thomas at his factory tour and to see him awarded with the one-off prize from Aston's designers. The render by Marek and his team took Thomas' design and turned it into something that would be production-ready. Marek explained that a proportional study had been done before putting it through computer software to ensure the final version fitted the Vanquish V12 measurements.

Thomas, 20, who's studying automotive design at Coventry University, said: "I was over the moon to

Nathan Morgan



“ I think it's great to see young – particularly British – designers who are passionate about Aston Martin still. British designers are the best in the world... ”

**MAREK REICHMAN** Chief creative officer

## READER'S ASTON SKETCHED OUT

THOMAS' car was named the AM12, designed to be the next-generation V12 Vantage. In his entry, he said it's "a celebration of great heritage", with cues from older V12 Vantages taken into consideration during his work.

The judges were particularly interested in seeing personalisation options, so Thomas designed the AM12 with two-tone colour schemes, with the centre of the car in a contrasting paintjob. He produced silver and black, black and green and gold and white variants.

As well as the flowing lines on the outside, clearly visible from his front and rear shots, Thomas went in depth when sketching out the interior. It's focused around the centre console, which runs through the car to deliver the idea of "simplicity and elegance". It's a back-to-basics dash, too, with no cluttered technology, instead favouring two dials behind the steering wheel.



### TWO TONE

Thomas' prize-winning AM12 features a customisable two-tone colour scheme, as well as a back-to-basics dash with two dials behind the steering wheel





## HOW ASTON SEES THE AM12



### SHAPING UP

Thomas (grey suit) collects his prize – a rendering of his AM12 by Aston chief creative officer Marek Reichman and his team





**WINNER** It wasn't just the Aston styling cues in the AM12 that impressed, but the character in Thomas' design



**"There were some parts of the design and themes that we'd thought about; you might see it in production yet"**

## Q DESIGN

Marek Reichman was impressed that Thomas had given AM12 scope for personalisation found in Q by Aston Martin programme behind a range of models (above)



**Reichman takes automotive design student Thomas on Aston factory tour, whetting his appetite for future career**

win. This is fantastic." He was shown around the factory, seeing cars develop from the body in white through to the masterpieces adored by fans worldwide.

As part of the tour, Thomas – along with proud dad Paul – was able to get a behind-the-scenes look at how life in a studio works as he looks towards his future career after he graduates from his four-year course in 2017.

He added: "It's nice to hear actual designers give me tips on how to go about things. I would love to work here – it would be a dream – but first I just want to graduate!"

The competition was launched as part of Aston Martin's Q personalisation programme, which allows potential buyers to customise their car. Since 2012, Q by Aston Martin has been at all the major motor shows, with the design teams revealing some of their more ambitious creations to show what's possible for those who can afford them.

Options include bespoke paint schemes, personal stitching, unique trim colours and individual material patterns. If money's no object, there are bronzed control rotaries, uniquely coloured carbon-fibre facias and painted front splitter blades. And if you really want to go to town, there's a chance of a one-off car – examples include a DB9 Volante made for a horse show, a Rapide S badged with the Government's "Innovation is GREAT" slogan and a mean-looking Vanquish Coupé in black carbon fibre.

The CC100 concept started as just an idea, but a business case was made and two models were produced, with the Lagonda and DB10 two other more recent

examples of personalised production. Aston Martin wants to do more of this, too, and new boss Andy Palmer has already committed to two limited-run models a year.

David King, director of special projects and Q by Aston Martin, said with Q Advanced the manufacturer is able to make bespoke models better than ever, having had recent experience with short lead times – the DB10 was out of the door in record time to hit filming deadlines.

"It's expensive as a one-off because you have to tool up, but with carbon fibre it's cost effective enough to do 10 or 12 cars and make a decent business case," he added.

So what chance does Thomas' prize-winning design have of influencing one of Aston Martin's forthcoming Q designs – or even inspiring a whole new model?

Marek said: "Surprisingly enough, there were some parts of the design and themes that we had actually thought about, so it had resonance with us."

"It's really interesting because we will get a reaction from Auto Express readers, and it gives us an idea of where we can move things to," he added. "It's a quick exercise that will give us a hint at the viability of the design and idea. You never know – you might see it in production yet."

Thomas' dreams of seeing his own designs reach showrooms might be a few years away yet, but at least he'll be able to show off his prize to friends and family during his Christmas holidays. For the rest of us, we'll just be hoping Santa has read our letters and comes calling with that supercar on Christmas Eve...



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**Sam Naylor**

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**AE** THE RX is a very important car for Lexus – it's the Japanese brand's biggest-selling model worldwide, accounting for 30 per cent of overall sales. This all-new fourth-generation model, then, has to deliver.

It's been six years since the current RX was launched, and this new version has plenty of tricks up its sleeve to help raise its profile even further. The most obvious change is the dramatic styling. While the outgoing model was fairly handsome, it faded into the background somewhat.

There's no chance of that happening here. The huge grille and sharp LED headlights bring the RX in line with Lexus' new design DNA, so it's now up to date with the IS, NX and RC. Completing the front-end makeover are a creased bonnet, arrowhead foglamps and large badge, with origami-style folds and creases a recurring theme on the flanks and round the back.

The C-pillars are blacked out for a Range Rover-style floating roof effect (a first for a Lexus), while the tail-lights wrap right around the side of the car for a bolder look. Like the smaller NX, the design isn't for everybody – but for many buyers the eye-catching looks will be a big draw over rivals such as the Audi Q7 and BMW X5.

In the UK there is a choice of two engines: a less efficient 2.0-litre turbocharged petrol in the RX 200t, as well as a 3.5-litre V6 hybrid in the RX 450h. It's the latter we're putting through its paces here.

## Economical

The hybrid model will make up 90 per cent of sales thanks to its low CO<sub>2</sub> emissions of 120g/km and claimed fuel economy of 54.3mpg. It's cheap to tax and one of the most cost-effective options in its class as a company car, especially as it has a long list of standard equipment. However, style-conscious buyers should note that adding 20-inch wheels over the standard 18s pushes emissions into the next VED band, and lowers fuel economy to 51.4mpg.

The powertrain in the RX 450h is an updated version of Lexus' existing hybrid system, and still uses a CVT automatic gearbox. As in the previous model, there's an EV-only mode that can be used to cover around two miles on the electric motor alone, but most of the time you'll use the petrol engine to supplement performance. In the past, that's led to a big disparity between official and real-world fuel economy, but Lexus says it's been working hard to improve this. We'll have to wait for a UK test to find out how successful it's been.

When cruising and driving in traffic, the CVT gearbox and hybrid powertrain work together well and, with 308bhp available from the large-capacity engine, the RX is surprisingly fast in a straight line. It doesn't feel as powerful on the road as its diesel rivals, however, as those cars produce more torque from lower revs, where the RX's maximum output of 335Nm isn't available



# Lexus RX 450h

## Performance

0-62mph/top speed  
7.7 seconds/124mph



**FIRST DRIVE** Hybrid SUV gets bolder look, and aims to build on status



**Comfortable rear seats offer plenty of leg and headroom; alloys look great**

**Body control is impressive, although RX can't match a Cayenne for ultimate fun**



33

**911 CARRERA S**

First UK drive reveals if turbo power has diluted its appeal.

34

**MERCEDES GLS**

Seven-seater SUV gets new name and new look. But is it a Q7 beater?

36

**GOLF BLUEMOTION**

Behind the wheel as VW uses petrol power for its eco hatch for first time.

38

**ALPINA D3**

New 345bhp hot diesel estate is closest you'll get to a BMW M3 Touring.



## Essentials

### Lexus RX 450h Luxury

<b>Price:</b>	£49,995
<b>Engine:</b>	3.5-litre 6cyl petrol-electric hybrid
<b>Power:</b>	308bhp
<b>Transmission:</b>	CVT automatic, four-wheel drive
<b>0-62mph:</b>	7.7 seconds
<b>Top speed:</b>	124mph
<b>Economy:</b>	54.3mpg
<b>CO<sub>2</sub>:</b>	120g/km

**ON SALE** Now



**PRACTICALITY** The 453-litre boot capacity trails the class leaders', and isn't helped by the fact the opening is high up and the seats don't fold flat



Otis Clay

**EQUIPMENT** Heated seats are standard across the range, as are sat-nav and a reversing camera, but the RX 450h adds ventilated leather seats



Interior has premium feel, with luxurious leather seats, and there's wood, aluminium and more leather on other cabin surfaces

#### Running costs

54.3mpg (official)  
£70 fill-up



as brand's best seller



until 4,600rpm. Slow throttle response is also an issue, so you need to be more cautious with your overtaking manoeuvres than you would be in a diesel-powered rival.

If you listen hard while accelerating quickly, you'll hear that the engine sounds strained, which is at odds with the relaxing drive the RX serves up around town.

And this is the car's real strength. It's incredibly quiet, composed and comfortable at lower speed. Push on, and you'll find the RX has better body control and more responsive steering than you might expect from a car like this, but enthusiasts will still favour the likes of the Porsche Cayenne.

On smooth European roads, the RX was very comfortable, thanks to adjustable suspension (changed via a dial on the

centre console) and the sumptuous leather seats. The interior has a premium feel, with wood, leather and aluminium everywhere you look – but the sat-nav interface is fiddly. It can't quite match the Volvo XC90 for that sense of undisputed luxury, though.

Thanks to the bulky batteries in the back, boot capacity is only 453 litres, which is way down on the BMW X5's 650-litre space. It's similar to the 451-litre boot in the Volvo XC90 – but that car comes with seven seats, whereas the Lexus is a strict five-seater.

With the rear seats down, the Lexus' load area expands to 924 litres, which is less than half of the space available in the BMW. There's no loading lip, but the opening is high up and the seats don't fold completely flat.

**"Push on, and the RX has better body control and more responsive steering than you might expect"**




### Auto Express Verdict

THE Lexus RX 450h is bigger, more powerful and more efficient than ever. The new design is eye-catching without being over the top, and the high-quality interior and comfortable ride make it a great motorway cruiser. It won't appeal to keen drivers, but for everyone else the bold design, relaxed driving experience and low tax rates make the RX well worth a look, especially as a company car.





# Fiat Tipo

 **FIRST DRIVE** New saloon — revives name for family hatch and estate that are coming here. So



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**AE** FIAT has seen huge success in the UK and Europe in the past few years with its small cars. The 500 city car, in particular, has flown out of British dealers for several years now, but the larger family car market has proven a tougher nut to crack.

The Italian brand's last two efforts, the Bravo and Stilo, struggled to make an impact up against more talented class leaders such as the Ford Focus and VW Golf. So Fiat has taken a leaf out of Dacia's book and said: "If you can't beat them, undercut them." Enter the new, value-orientated Tipo.

The name was last seen on Fiat's uninspiring family hatch in the early nineties, but was first used over a century ago. In some markets, including where it's built in Turkey, you'll find an 'Aegea' badge on the back instead. But in the rest of Europe, the car will use the Tipo name.

While the Tipo you see here is a four-door saloon, the UK will only get a five-door

hatchback and estate. Other countries will have the choice of all three. However, the delays in converting to right-hand drive will mean you won't see a Tipo on British roads until next September.

The Tipo was designed as a saloon, unlike most rivals, which are converted from hatchbacks. That's evident in the neat proportions, and we've been told to expect the hatch and estate to be identical from the rear doors forward. Keeping the design changes to a minimum between the bodystyles saves money.

Fiat cites the Skoda Rapid as a rival, yet the Tipo's design appears more considered thanks to the classy front end, smart shape and distinctive tail-lights. The newcomer starts at an impressively low 12,500 Euros in Italy, and although UK prices are yet to be confirmed, bosses claim they will "astonish the market" when they're revealed.

While the outside doesn't give away the Tipo's budget intentions, the inside does. The steering wheel and some of the switchgear are borrowed from the 500

range and are of okay quality, but on the lower dash and doors you'll find hard, scratchy plastics and a mixture of unpleasantly cheap-feeling textures.

Still, equipment is generous, with all models getting air-con, cruise control and a five-inch 'Uconnect' touchscreen including Bluetooth connectivity. UK specs are likely to be broadly similar.

You also get a decent amount of space. At 4,530mm, the Tipo is 275mm longer than a Golf, and legroom is plentiful for rear passengers. The sloping roofline eats into head space slightly, but there's still room for a six-foot passenger to sit behind a similarly sized driver.

As you'd expect from a saloon, the boot is spacious, at 520 litres, although that figure may well fall slightly in the conversion to hatchback.

Our test car came with Fiat's familiar 118bhp 1.6-litre Multijet diesel engine. There's also the option of a 94bhp 1.3-litre diesel with emissions as low as 98g/km, while naturally aspirated 1.4 and 1.6-litre



**Generous dimensions mean roomy cabin, with adequate space for six-footers in rear**

## Essentials

### Fiat Tipo 1.6 Multijet 120

<b>Price:</b>	£16,000 (est)
<b>Engine:</b>	1.6-litre 4cyl diesel
<b>Power:</b>	118bhp
<b>Transmission:</b>	Six-speed manual, front-wheel drive
<b>0-62mph:</b>	9.7 seconds
<b>Top speed:</b>	117mph
<b>Economy:</b>	67.3mpg
<b>CO<sub>2</sub>:</b>	110g/km

**ON SALE** September 2016



**PRACTICALITY** We won't get the saloon you see here – British buyers will make do with hatch and estate variants. Practicality is good, although the hatch is likely to fall short of this model's 520-litre boot and roomy rear seats



**EQUIPMENT** UK specs haven't been confirmed, but all models are expected to get air-conditioning, cruise control and a five-inch 'Uconnect' touchscreen with Bluetooth connectivity – for less than you'd pay on an equivalent Ford Focus



will range be a hit?



Quality of the finish is decent at top of dash, but hard plastics and cheap-feeling textures let the side lower down and on doors



petrol engines will also be offered. No MultiAir turbo petrol will be fitted.

Further indications of cost-saving include a simple torsion-beam rear suspension set-up. On the road, it's clear the Tipo has been set up with comfort in mind, with the soft ride smoothing out all but the roughest of potholed roads on our drive around Turin. Some suspension thud is evident, but overall the Tipo is refined enough for this market.

Enter a bend quickly and body roll is noticeable, however, while the steering is well weighted, if slightly lacking in feel. It's perfectly fine dynamically, but a Ford Focus is a better (if more expensive) car to drive.

Yet the 1.6-litre diesel is only adequate. There's noticeable lag in lower gears and, while it's subdued at cruising speeds, it becomes noisy past 3,000rpm. The powerplant does pull well later in the rev range, and is quick enough for the class average. But CO<sub>2</sub> emissions of 110g/km are easily beaten by the 1.5 TDCi 120 Focus, which claims just 98g/km.



## Auto Express Verdict

BY undercutting big-hitters such as the Ford Focus and Volkswagen Golf on price, the Tipo succeeds where the old Bravo couldn't. It's merely average to drive and the interior isn't great, but with good looks, plenty of space and that low starting price, it looks to offer decent value. We'll have to wait until the hatchback appears for a more conclusive verdict, though.





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Official fuel consumption in mpg (litres/100km) for the ŠKODA Octavia Range: Urban 33.6 (8.4) to 72.4 (3.9), Extra Urban 51.4 (5.5) to 88.3 (3.2), Combined 43.5 (6.5) to 80.7 (3.5). CO<sub>2</sub> emissions for the ŠKODA Octavia Range: 147 to 90g/km. Standard EU test figures for comparative purposes and may not reflect real driving results. Our CO<sub>2</sub> and consumption values are provisional and are currently under review. Revised values will be published if necessary.



Pete Gibson

## Essentials

### Porsche 911 Carrera S

Price:	£85,857
Engine:	3.0-litre flat-six petrol
Power/torque:	414bhp/500Nm
Transmission:	Seven-speed manual rear-wheel drive
0-62mph:	4.3 seconds
Top speed:	191mph
Economy:	32.5mpg
CO <sub>2</sub> :	199g/km

**ON SALE Now**



**EQUIPMENT** New multimedia system features online satellite navigation as standard; S gets 20-inch alloy wheels to go with subtly revised styling



**PRACTICALITY** 911 boasts a useful 145-litre boot in its nose. 2+2 layout gives small back seats, or an extra 260 litres of load space



**NOISE** £1,773 central twin-pipe sports exhaust helps liberate more of 911's traditional aural character. But noise isn't as compelling with the turbos

## Verdict

THIS new turbocharged Porsche proves the 911 hasn't lost what makes it a great sports car. The turbos have slightly muted the model's trademark barking exhaust note, but they've also added incredible flexibility and taken the performance up another notch. It might be more expensive, but with extra tech, improved efficiency and a gently refreshed design, the 911 is still the performance car benchmark.



# Porsche 911 Carrera S

**FIRST UK DRIVE** Sports car icon is still hard to resist, even with turbos



Our car's red hide trim heightens cabin's racy feel; multimedia system is new



Sean Carson  
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@Carson\_oncars



let the engine pull smoothly, making for relaxing long drives. But find a twisty road and you can revel in the breadth of ability.

The improved seven-speed manual feels nicely mechanical, and a new twin-plate clutch makes the pedal lighter. Adaptive dampers are standard, lowering the height by 10mm, yet the ride isn't back-breaking. Bumps could be felt through our 20-inch wheels, but the car still flows nicely. Ramp things up into Sport mode and the body control tightens up, so if you thought it cornered hard before, think again.

Body roll is brilliantly

controlled, but the car isn't knocked off its cornering line by nasty bumps. The wide front track means there's huge grip, while the precise steering delivers good feedback.

So the 911's sporting credentials aren't in doubt, and along with a new multimedia system and Car Connect app – as well as an optional nose-lifting kit to help over speed bumps – it's even easier to live with. Add to that 32.5mpg and 199g/km, and you'll spend less money at the pumps and on tax.

The only downsides are a decrease in decibels due to those turbos and a more subdued rush to the red line at the top of the rev range.



**AE** THERE'S no stopping the pace of development – and Porsche's new 911 is proof of that. This £85,857 Carrera S now has a pair of turbos bolted to its downsized 3.0-litre flat-six to boost efficiency, but it also serves up 414bhp and a massive 500Nm of torque from a mere 1,700rpm.

While purists might not warm to the idea of the new turbo, there's no denying this 991.2-generation car is much more usable. Floor the accelerator and the S romps down the road thanks to the solid wall of torque.

Mid-range thrust is noticeably more potent, and you no longer have to wind up the 911 to really get it moving. Of course, it still revs hard – take it up to its 7,500rpm red line and you'll cover 0-62mph in 4.3 seconds. Top speed is 191mph. The overtaking potential means you can leave the car in gear and

Adaptive dampers and a lower ride height aid body control, and the wide front track means there's huge grip



## Essentials

### Mercedes GLS 350d

<b>Price:</b>	£69,100
<b>Engine:</b>	3.0-litre 6cyl turbodiesel
<b>Power:</b>	255bhp
<b>Transmission:</b>	Nine-speed auto, four-wheel drive
<b>0-62mph:</b>	7.8 seconds
<b>Top speed:</b>	138mph
<b>Economy:</b>	37.2mpg
<b>CO<sub>2</sub>:</b>	199g/km

**ON SALE Now**



**EQUIPMENT** Familiar COMAND controller operates standard sat-nav and seven-speaker surround-sound audio. Leather and panoramic roof also feature

# Mercedes GLS

## Running costs

37.2mpg (official)  
£108 fill-up



**FIRST DRIVE** Verdict as brand's biggest SUV gets new name and new look



**Jonathan Burn**  
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**AE** BIG SUVs are big business, and Mercedes knows this more than most. The fresher-faced and newly named GLS sits at the top of the brand's SUV tree, and in its previous guise as the GL, it's been the best-selling seven-seat SUV in North America for years.

However, on this side of the Atlantic bigger doesn't always mean better. With the new Audi Q7 and our current Car of the Year, the Volvo XC90, to contend with, can a thorough refresh keep the new GLS competitive?

Mercedes certainly thinks so, referring to it as the "S-Class of SUVs". Claims don't come much bolder, but a new nine-speed auto box, revamped air-suspension and more powerful but cleaner engines have been added to help realise that claim.

Of the 1,000 models Mercedes predicts it will sell in the UK each year, roughly 90 per cent will be the entry-level 350d driven here. At £69,100, it certainly doesn't have an 'entry-level' price, especially up against the £53,835 Q7 and £50,685 XC90.

Neither rival is on the small side, but next to the GLS they look like hatchbacks. Even with all seven seats in place, the big Mercedes still has a 295-litre boot, while in van mode space increases to 2,300 litres. Neither the Audi nor Volvo exceeds 2,000. Volvo may have something to say about Mercedes' claim that the GLS is the only "true seven-seat SUV", however...

So, the GLS plays a convincing practicality card, but what about being the "S-Class of SUVs"? Inside, it may be spacious but it lacks the opulence of the flagship saloon and



**Cabin isn't as opulent as S-Class's, but five rear seats are roomy. GLS is very capable**



the flair of both rivals. Of course, it's been engineered for comfort, not involvement; the token Sport button on the Dynamic Select control feels a bit like fitting an Olympic weightlifter with running spikes.

This 2,455kg SUV is best left in Comfort, where the air-suspension helps it glide along and the torquey diesel pulls with sufficient pace. Refinement is excellent, the engine raises barely more than a whisper and the nine-speed auto is smooth with its changes.

Hit an incline and the GLS begins to show its sheer size, with acceleration blunted as it hauls itself up. The rather perilous Alpine test route we tackled didn't highlight any issues off-road, with bespoke Slippery and Off-road+ modes setting the car up to tackle the challenging terrain.

The latter brings the low-range box and locking centre diff into play, and raises the ride height. You'll be fine negotiating Kensington High Street.



**PRACTICALITY** Boot capacity ranges from 295 litres with all seven seats in place to a massive 2,300 litres with the second and third rows folded flat



## Verdict

IF space is of paramount importance, then look no further than the GLS. It makes a mockery of most other SUVs when it comes to practicality and transportation for seven. However, that's where its advantage comes to an end. There's been a recent wave of big, plush, seven-seat SUVs, and held up against the Q7 and XC90, the Mercedes' flaws are highlighted. It's not as pleasant to sit in or drive as the Audi or Volvo, plus it costs a considerable amount more. Bigger isn't always better.





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**PORSCHE**



New 1.0 three-cylinder Golf promises strong efficiency, but auto box is frustrating

## Essentials

### Volkswagen Golf Match BlueMotion Edition 1.0

Price:	£21,910
Engine:	1.0-litre, 3cyl turbo petrol
Power/torque:	113bhp/200Nm
Transmission:	Seven-speed automatic, front-wheel drive
0-62mph:	9.7 seconds
Top speed:	127mph
Economy:	65.7mpg
CO <sub>2</sub> :	99g/km

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# Volkswagen Golf 1.0 BlueMotion

**FIRST UK DRIVE** Efficient petrol model is a great alternative to a diesel – just not with DSG auto

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**AE** VOLKSWAGEN may well be tightening the purse strings in the wake of the diesel emissions scandal, but there are certain cars whose future is secure. One is the Golf Mk8, with development of the next family hatch well underway for launch in 2018.

Before then, however, the current model has still got to turn a healthy profit, so there'll be a smattering of new derivatives and a facelift in 2016 to keep the coffers topped up. One of those new Golfs is this – the petrol-powered BlueMotion 1.0-litre TSI.

It's the first petrol Golf to wear the BlueMotion badge. The little three-cylinder turbo packs a more than reasonable 113bhp and 200Nm of torque, and claims 65.7mpg and 99g/km.

These days you expect small petrol engines to be quiet, but knocking off 200cc and one cylinder always brings refinement compromises. Not so with the Golf 1.0-litre. It's easily the most refined three-cylinder family hatch and is in virtually another league compared to Ford's Focus 1.0 EcoBoost. The stop/start system fires into life with barely any vibration, and the characteristic three-cylinder hum is so quiet, we could have confused it with a 1.4 or 1.6 – it's that good.

It's not only quiet, but also very smooth. The power kicks in at 1,000rpm and really shows its muscle in the mid-range before quietly tailing off at 5,500rpm. This Golf's comfortable, too. Even though it's based on a lower spec and lacks fancy independent rear suspension, there's plenty of grip, while the steering is accurate and full of feel.

But all those impressive attributes are virtually cancelled out by the auto gearbox (a £1,415 extra) on our test car. It's the



#### SLIPPERY

To slip through the air better, there's a rear spoiler, 15mm lower ride height and an active air shutter grille. Interior is as well appointed as ever for a Golf

same excellent seven-speed DSG found in most VW Group cars, but here it's been tuned to make the Golf 1.0 BlueMotion as fuel efficient as possible – and it's infuriating. Pull away from a junction and the box will start in second, offering virtually no acceleration. Boot the throttle and there's an alarming pause before the car lunges

forward. It's compounded by the lack of wheel-mounted paddles, although you can change ratios using the shifter.

Still, this car is built as well as you'd expect a Golf to be. Also, being based on value-orientated Match specification, it comes with heated front seats, sat-nav plus front and rear parking sensors.



**PRACTICALITY** There's plenty of knee and headroom in the back, and the cabin is topped off with nicely made plastics and lots of cubbies



**BOOT** The Golf's 380-litre boot increases to a maximum of 1,270 litres when you fold the rear seats. That trumps the Ford Focus's load space

## **AUTO EXPRESS** Verdict

VW'S pulled a masterstroke here. No longer does owning a 1.0-litre three-cylinder hatch mean compromises in refinement and comfort. This model offers a genuine alternative to diesel, too. With a manual box we'd have given it four stars, but the irritating auto can be painfully slow to react. The manual's cheaper and complements the otherwise excellent package.



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# Alpina D3 Bi-Turbo

**FIRST DRIVE** 345bhp estate is closest you'll get to a BMW M3 Touring



**Dean Gibson**

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**AE** GERMAN tuning firm Alpina has more than 50 years of experience making fast BMWs even faster. In fact, it's so well respected that its cars are fully endorsed by BMW – you can get them serviced at any dealer – plus it has access to the newest models sooner than many rival tuners.

As a result, it has just launched its updated D3 Bi-Turbo, which is based on BMW's facelifted 3 Series. That means you get new LED daytime running lights, plus Alpina's bodykit and 19 or 20-inch wheels, which give the D3 a purposeful look. Pinstripe logos are optional.

Inside, Alpina has ditched the small gearchange buttons it normally fits to the back of the steering wheel and retained the standard car's paddles to operate the eight-speed Switchtronic auto gearbox.

Under the skin, the car uses the 3.0-litre twin-turbo diesel from the 335d, although Alpina has uprated it with new air intakes and a larger intercooler to boost power to 345bhp and raise torque to 700Nm. All that extra power is good,



Plush cabin looks great, while Alpina has opted for steering wheel-mounted shift paddles

but perhaps more significantly, the D3 is rear-wheel drive – whereas BMW's 335d is now only offered with xDrive 4WD.

In reality, the Alpina has plenty of grip and a very effective traction control system, as it's only in the wet where you would need the added security of four-wheel drive. In a straight line, the D3 is astonishingly fast, with in-gear response to match some

supercars. In fact, a claimed 0-62mph time of 4.6 seconds is only three-tenths slower than the BMW M3. But take it easy, and this diesel sports car can return 50mpg economy.

As well as being fast, the D3 Bi-Turbo is hugely capable in corners. With plenty of grip on offer, very little body roll and communicative steering, it handles with the precision and accuracy of a small sports car – making it easy to drive quickly on twisting back roads. Yet the Alpina is also a capable cruiser, and even when it's fitted with 20-inch wheels, only the biggest potholes will unsettle the ride.

If you go for the Touring estate body, you'll have a practical family wagon with a 495-litre boot, which is more than enough space for most needs. Add in a plush interior with some bespoke Alpina touches and a long list of standard kit, and the Bi-Turbo is one of the most accomplished all-round sports cars you can buy. It's just an added bonus that your whole family can enjoy it, too.



Estate is rapid off the mark, plus it's grippy and sharp in corners

## Essentials

### Alpina D3 Bi-Turbo Touring

Price:	£49,950
Engine:	3.0-litre 6cyl twin-turbo
Power:	345bhp
Transmission:	Eight-speed auto rear-wheel drive
0-62mph:	4.6 seconds
Top speed:	170mph
Economy/CO <sub>2</sub> :	52.3mpg/142g/km

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**OPTIONS** Alpina provides all the same extras you can get on a 335d, yet also offers plush leather seats and suede trim for the dash and steering wheel



**EQUIPMENT** One of the central air vents can be blanked off and replaced by this additional gauge. But it's pricey, at £650, and reflects in the windscreen



**HERITAGE** Name is well known, as Alpina has been fine-tuning BMWs since 1965 and has achieved success in touring and sports car racing



## Verdict

THE D3 Bi-Turbo Touring is one of the best all-round performance cars you can buy. It's as close as you'll get to an M3 Touring, although it delivers its performance in a more refined manner than BMW's lairy M car. The rear-drive chassis is sharp and responsive, yet the ride is so well resolved that your passengers will barely notice the bigger wheels. Add in excellent real-world economy, and this Alpina is a gem of a sports car.



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# SsangYong Tivoli 4x4

**FIRST UK DRIVE** Does 4WD boost crossover's appeal?



**Lawrence Allan**

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FOR years, SsangYong has been a bit-part player in the UK market, producing no-nonsense, rugged 4x4s with refinement and driver appeal taking a back seat.

However, the new Tivoli, which is pitched as a rival to the Nissan Juke and Suzuki Vitara, is built to be a more desirable option. It's now available with four-wheel drive, and we've tested it in the UK for the first time.

It's a relatively unique move in the small, fashionable crossover class. Suzuki will sell you a diesel Vitara with four-wheel drive and Nissan does have a 4x4 Juke, but only if you opt for the top-spec petrol model. SsangYong hasn't just bolted on a second driveshaft here, though; the car has been fitted with a new multi-link rear suspension set-up to replace the torsion beam on the standard model.

Yet the suspension hasn't revolutionised the Tivoli. Although you notice slightly improved body control if you push on, the standard car is good enough in corners. And it hasn't enhanced the ride, which remains unsettled on rough roads and at low speeds.

What it does improve, however, is traction in the wet. In two-wheel-drive mode, the front tyres can spin all too easily despite the modest power, yet 4WD keeps the Tivoli in check and gives it a planted feel. As you'd expect, it also makes it a decent off-roader, plus there's a diff-lock mode that splits power 50:50 over both axles. Yet this is no Land Rover Defender, as the ground clearance is too low for any serious mud plugging.

The Tivoli 4x4 range starts from £17,100, but even our top-spec ELX test car, fitted with an automatic gearbox, still comes in at under £20,000. For that you also get heated leather seats, sat-nav, cruise control, parking sensors and keyless go.

**Four-wheel drive ensures Tivoli feels planted and composed in corners**



## SsangYong Tivoli 4x4

<b>Price:</b>	£19,500
<b>Engine:</b>	1.6-litre 4cyl diesel
<b>Power:</b>	113bhp
<b>Transmission:</b>	Six-speed auto, four-wheel drive
<b>0-62mph:</b>	11.0 seconds
<b>Top speed:</b>	107mph
<b>Economy:</b>	47.9mpg
<b>CO<sub>2</sub>:</b>	156g/km

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## Verdict

FOUR-wheel drive transforms the Tivoli from a fashionable crossover to a usable mini SUV, and it does so for a very reasonable price. It's certainly no class leader to drive, but it's SsangYong's best road-biased car by a long stretch. ELX trim offers loads of kit, yet the automatic gearbox is best avoided.



## Coming soon



### NISSAN LEAF 2017

A more 'conventional' Leaf, previewed by the IDS concept (left), will debut in 2017. It will potentially have a 300-mile electric range.

<b>SUPERMINIS</b>		
Ford Ka Plus	2017	
Ford Fiesta	2017	
Kia Rio	2018	
Nissan Micra	summer 2016	
Renault Twingo GT	2016	
Renault 5	late 2017	
SEAT Ibiza	2017	
Smart ForTwo Brabus	mid 2016	
Suzuki Swift	2017	
Suzuki Baleno	2016	
Volkswagen Polo	2017	
<b>FAMILY CARS</b>		
Alfa Romeo Giulia	autumn 2016	
Alfa Romeo Giulia Estate	late 2016	
Audi A3 three-cylinder	2016	
BMW 3 Series Plug-in	early 2016	
BMW i5	2016	
Fiat Tipo	2016	
Honda Civic	2017	
Honda FCV	mid 2017	
Infiniti Q60	late 2016	
Kia Optima estate	2016	
Kia Sportage	2016	
Jaguar XE Sportbrake	2016	
Mazda large SUV	2017	
MG5	2020	
MINI Countryman	2017	
Nissan Leaf	2017	
Porsche Panamera	2016	
Porsche Panamera estate	2017	
Renault Mégane	mid 2016	
Tesla Model III	late 2016	
Toyota Prius	spring 2016	
Vauxhall Insignia	2017	
VW Beetle Dune	mid 2016	
VW Golf CC	2016	
<b>SPORTS CARS</b>		
Abarth 124 Spider	2017	
Abarth 500X	late 2016	
Alfa 4C Stradale	2016	
Alfa 6C	2016	
Aston Martin DB11	late 2016	
Aston Martin V8 Vantage	early 2016	
Audi A5	spring 2016	
Audi A9	2018	
Audi RS4	late 2016	
Audi S4	mid 2016	
Audi TT RS	2016	
Audi TT Sportback	2016	
Audi TT Sport Quattro	2016	
BMW i8 Plus	late 2016	
BMW M1	2016	
BMW M2	2016	
BMW M4 GTS	2016	
Bugatti Chiron	2017	
Caterham sports car	2018	
Ferrari 488 Spider	spring 2016	
Ford GT	2016	
Ford Focus RS	2016	
Honda CR-Z	2017	
Honda NSX	late 2016	
Infiniti Q60	2016	
Jaguar XE R	early 2016	
Kia GT4 Stinger	2016	
Lamborghini Asterion LP910-4	2017	
Lamborghini Huracán Superleggera	2016	
Lexus RC	early 2016	
Lexus LF-IC	2016	
Maserati Alfieri	2017	
Maserati Gran Turismo	late 2017	
McLaren 540 C	2016	
Mercedes C 450 AMG Sport	2016	
Mercedes-AMG C 63 Coupé	2016	
MG TF replacement	2020	
MINI Clubman JCW	2017	
Nissan Pulsar Nismo	mid 2016	
Peugeot 308 R Hybrid	2016	
Peugeot 408 GT	2018	
Porsche 961	2017	
Porsche Mission E	spring 2017	
Porsche Pajun	2018	
Renault Alpine	late 2016	
Toyota FT-1 (Supra)	2017	
VW Golf R400	2016	
TVR sports car	2017	
VW Golf GTI Mk8	summer 2019	
VW Scirocco GTS	2016	
<b>SUVs</b>		
Alfa Romeo SUV	2017	
Aston Martin DBX	2017	
Audi Q1	2016	
Audi Q5	2016	
Audi Q6	2018	
Audi Q8	2020	
Audi RS Q1	late 2016	
Bentley 'Baby' Bentayga	late 2017	
BMW 1 Series Sport Cross	2017	
BMW X2	2017	
BMW X3	2016	
BMW X7	2018	
Citroen Grand Cactus	2017	
Dacia Duster facelift	2016	
DS 3 SUV	2018	
Ford Edge	spring 2016	
Infiniti QX30	mid 2016	
Jaguar F-Pace	2016	
Jaguar 'Baby' F-Pace	2017	
Kia Niro	2018	
Lamborghini Urus	2018	
Land Rover Defender	2018	
Land Rover Discovery 5	late 2016	
Lexus RX	early 2016	
Maserati Levante	2016	
Mercedes-AMG GT four-door	2017	
Mercedes GLC Coupé	early 2016	
Mercedes GLS	early 2016	
MG GS	summer 2016	
Mitsubishi ASX	spring 2017	
Mitsubishi Shogun	2017	
Nissan Juke	summer 2018	
Peugeot 3008	2017	
Porsche Cayenne Coupé	2017	
Porsche Panamera	late 2016	
Qoros 2 SUV	2016	
Qoros 3 City SUV	2017	
Renault Alaskan pick-up	2016	
Renault seven-seat SUV	2017	
Rolls-Royce Cullinan	2018	
SEAT SUV	late 2016	
Skoda seven-seat SUV	late 2016	
Skoda Coupé SUV	2017	
Skoda Yeti	2017	
Suzuki Ignis	2017	
Tesla Model X	spring 2016	
Toyota C-HR	summer 2016	
Volkswagen Tiguan	2016	
Volkswagen Golf SUV	2017	
Volvo XC40	2018	
Volvo XC60	2017	
<b>PEOPLE MOVERS</b>		
Renault Scenic	late 2016	
<b>CABRIOLETS</b>		
Audi R8 Spyder	spring 2016	
Abarth 124 Spider	2017	
BMW M2 Convertible	2017	
Fiat 124 Spider	summer 2016	
Jaguar F-Type SVR	2016	
Jaguar XE Convertible	2016	
Lamborghini Huracán Spyder	2016	
Mercedes C-Class Cabriolet	mid 2016	
Mercedes S-Class Cabriolet	early 2016	
MINI Convertible	2016	
Range Rover Evoque Cabriolet	2016	
Rolls-Royce Dawn	2016	
VW Beetle Dune cabriolet	2016	
<b>LUXURY CARS</b>		
Audi A8	2017	
BMW 5 Series	2016	
Cadillac ELR	2016	
Infiniti Q80	2017	
Lexus GS	2016	
Mercedes E-Class	2016	
Rolls-Royce Phantom	2017	
VW Phaeton	2017	
Volvo S90	late 2016	



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## CITY CAR Ford Ka

**ON SALE:** July 2016

FORD'S original Ka was a best-seller, but the current model's never hit the spot. It's based on the same platform as the Fiat 500, yet it's less characterful – and costs more. The new car looks set to change that, though, with an emphasis on practicality and a new platform, plus a fresh name: Ka Plus.

So far we've only seen spy shots in the UK, but as it's already gone on sale in emerging markets such as Brazil, we know what to expect. The design is virtually unchanged from the concept revealed in 2013, with Ford's 'family face' grafted on to a longer, wider and lower body than before.

The Ka Plus is likely to be a five-door, instead of the current three-door. We're expecting EcoBoost petrol motors, although the model we saw testing on British roads was a 1.5-litre diesel – rare in a city car. Ford is also likely to be engineering a different suspension set-up for UK tarmac.



### One to beat: Skoda Citigo

THE Ka Plus will have a tough job to beat our current city car champ, the Citigo. We've given the smallest Skoda consistently high praise since its launch back in 2012, and it's still our favourite choice in this class despite stiff competition from the likes of Renault's new Twingo and the superb Hyundai i10. And things are set to become even tougher in 2016 as the Citigo's expected to get a facelift, too.



## SUPERMINI Nissan Micra

DEMAND for Nissan's smallest model has waned in the face of newer rivals, but the Micra still has fans who prize its solid reliability and ease of driving.

We've struggled to recommend it due to a flimsy, dated interior and poor dynamics, although the new model looks set to be an entirely different proposition. The Nissan Sway Concept, revealed at 2015's Geneva Motor Show, previews the next-generation car and shows a revised design language that should help the newcomer compete in an already busy sector.

It gets a much more rakish look than the current Micra, with bold shapes and slashes dominating the sides. We've not had any concrete details about the new model, but we'd expect to see a range of small turbocharged petrol engines to help improve performance and efficiency across the range.

The current interior is a sticking point – it's simply too dark, with acres of cheap plastic and an uninspiring design that buyers in this competitive sector won't stand for. But the new car's expected to take a leaf out of the Qashqai's book, with an intuitive infotainment system and higher-quality plastics.

**ON SALE:**  
December 2016



### One to beat: Volkswagen Polo

WITH a great driving experience, strong residuals and a class-leading interior, the Polo is a tough act to compete with. Even Nissan's most expensive models don't have a cabin to rival the VW's, and the German brand's premium image puts the car a step above its rival in the eyes of many younger buyers. The new Micra will undercut the Polo on price, and if it drives as well as it looks, then the supermini market could be in for quite a shake-up.



"Next-generation Ford city car looks set to put emphasis on practicality, a new platform, and a fresh name: Ka Plus"



# New cars 2016

## Next year's hottest new models

Our class-by-class guide previews some of the great cars coming to showrooms in the next 12 months



**Jonathan Burn**  
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**AE** IT'S been a bumper year for new car launches. Everything from new superminis to SUVs has landed in dealers – and the industry shows no signs of slowing despite the recent 'dieselgate' scandal. Some important new cars are already scheduled for 2016, and we've looked into the future to show you what's worth waiting for.

If you're in the market for a new crossover and don't fancy the current class leader, then

the new Kia Sportage might be for you, while a refreshed Toyota Prius seems set to command the eco car crown. For something a bit flashier, take a look at the drop-top Range Rover Evoque, while if money's no object, you'd be silly not to consider the new Aston Martin DB11.

Our class-by-class guide runs through the best new models due in 2016, and details the existing class leaders they need to beat at next year's Auto Express New Car Awards. Whatever you do, don't go putting down a deposit on any new car without reading the next eight pages.

## CROSSOVER Kia Sportage **ON SALE:** March 2016

THE crossover class is growing faster than any other sector of the UK new car market, and Kia's Sportage has long been a strong seller thanks to its good looks, decent drive and great practicality.

The current car is nearing the end of its life, and so we eagerly await the new model, which debuted at September's Frankfurt show. It moves things on in terms of styling, with redesigned lights and an evolution of Kia's 'tiger nose' grille complementing a muscular body.

We drove an early pre-production version this year, and noticed that Kia had reduced the focus on the 'Sport' part of Sportage, with the new car tuned for comfort rather than handling. That's no bad thing, though, and means when it eventually arrives here it should cope well with Britain's battered tarmac.

Kia claims the new model will have its "most refined, high-quality cabin to date", and will get soft-touch materials as well as upgraded infotainment. Lots of equipment is expected, and the show car had smart LED lights all-round.

To compete in this sector, though, the Sportage has to be all things to all people – well priced and good to drive, as well as practical and efficient.



### One to beat: Renault Kadjar

THE Renault Kadjar is built on the same platform as Nissan's Qashqai, but manages to better it in virtually every department. It's got a bold exterior and a spacious, high-quality cabin. As with the Kadjar, Kia's new Sportage will be pitched towards family buyers, so the best way to compete will be to try to beat the Renault at its own game. A range of strong turbocharged engines completes an impressive package.





## EXCLUSIVE IMAGE

Christian Schulte



## COUPÉ Audi A5 ON SALE: September 2016

THE new A4 is the most important car Audi has launched in nearly a decade, yet we're equally interested in its coupé sibling, the A5. Our spies have caught it on test, and now this exclusive image shows a similar nose to the A4. There's a swoopier, more rakish rear, while a sloping roofline and more exaggerated proportions complete the look.

The newcomer is likely to retain the strong driving dynamics of the saloon, thanks in part to the new MLB platform. This will also allow a weight saving of around 100kg, while boosting handling, performance and efficiency. As always with Audi, we can expect quicker S5 and RS5 models in the future, but from launch the A5 will share its engine line-up with the four-door A4. There'll be a 1.4 TFSI petrol and a 3.0-litre diesel, plus an e-tron plug-in hybrid exempt from road tax and the London Congestion Charge. As the range evolves, a five-door A5 Sportback and an A5 Cabriolet are likely to appear.

### One to beat: Mercedes C-Class Coupé

THE Mercedes C-Class Coupé will be tough for the A5 to beat, as it channels the style and sophistication of the pricier S-Class Coupé into a smaller package. It shares its front end with the C-Class saloon, while a handsome rear and sloping roofline provide a striking look. We were impressed when we drove it earlier this year, yet Audi may have the edge when it comes to engines, as the C-Class Coupé still uses Mercedes' archaic 2.1-litre diesel.

## LARGE FAMILY CAR Alfa Giulia ON SALE: October 2016

ONE of the most eagerly awaited cars of 2016 is the Alfa Romeo Giulia, and we're hoping it'll mark a return to form for the Italian brand. We've only seen the bonkers QV version with a 500bhp V6 engine so far, but more family-friendly petrol and diesel models will debut in the new year with a choice of manual or automatic gearboxes, plus rear or all-wheel-drive.

One of the main attractions to the Alfa will undoubtedly be its looks. Like it or not, the Giulia is a striking car, with a chiselled body and trademark grille. We're all hopeful that it will be good to drive – and Alfa will be keen to offer the sort of driver involvement that's been missing from its range for some time now. This will be aided by 50:50 weight distribution and a lightweight body.

All cars will offer sophisticated multi-link rear suspension, with optional adaptive dampers and a DNA variable driving system. Even the Giulia's interior has been designed from a blank canvas, and it looks much more stylish and sturdy than recent efforts inside the MiTo and Giulietta. Let's hope the quality is up to the high standard set by rivals like the new Audi A4 and BMW 3 Series.



### One to beat: Jaguar XE

THE Giulia takes the fight to the Jaguar XE, which became our favourite compact executive soon after its release. It takes all that's good about modern Jags and improves it – and the final package is one of the best driving cars around. Stunning looks and frugal engines complete the package, meaning Alfa will have its work cut out for the class crown. The Jag's weak spot is its practicality, so if the Giulia can prove easy to live with, it may pip the XE.





## **FAMILY CAR** Renault Mégane

**ON SALE:** Summer

WITH the Renault Kadjar now setting the standard in the mid-size SUV class, the 2016 Mégane is under a lot of pressure. Revealed to a great fanfare at the Frankfurt Motor Show, the family hatch has taken on a bold new design direction in the hope of moving the game on from the current model.

It's now lower, wider and longer than before, plus Renault's new oversized diamond logo appears alongside swept-back headlamps and C-shaped LED daytime running lights. The curvy body shape is influenced by the not-for-UK Talisman saloon's, while the stretched rear lights and slim windowline give even the five-door model an almost coupé-like profile.

Inside, the old Mégane's dark and drab cabin has been replaced by a more upright dash and a portrait-style central touchscreen on top-spec cars. Renault has been stung by criticism of its low-rent interiors, and will focus on improving this here. Plus, space will increase thanks to a 28mm longer wheelbase.

The engine range is yet to be announced, but we can expect fresh or revised turbo petrol and diesel engines (the GT-spec show car featured a 202bhp petrol). Renaultsport will also be on hand to help the Mégane take the fight to the Honda Civic Type R.

**"Family hatch has taken on a bold new design direction and is lower, wider and longer than before"**



### **One to beat: Vauxhall Astra**

AS with the new Mégane, expectations were high for Vauxhall's Mk7 Astra, and it's certainly delivered, as our 32-page special reveals, starting on Page 59. We gave it a full five-star rating in our first drive thanks to its impressive weight loss, improved interior space and well judged ride and handling. Efficiency and performance are helped by the lower kerbweight, while the classy cabin is set apart by tech like the OnStar concierge system.



## **MPV** Vauxhall Zafira **ON SALE:** Late 2016

THE large family MPV is a dying breed, with many customers choosing SUVs for an extra dose of style without sacrificing practicality. And Vauxhall intends to capitalise on this with the new Zafira, which will ditch its boxy styling to become a tough-looking MPV-crossover, as our exclusive image reveals.

The brand plans to call the Zafira (and its smaller Meriva sibling) a CUV – short for Crossover Utility Vehicle – rather than an MPV. The new Zafira will come out of an agreement Vauxhall has with PSA Peugeot-Citroen, spawning other vehicles on the same platform.

Despite the shared DNA, Vauxhall says the cars won't be alike, and that "the average UK consumer will not know they came off the same lines".

The new car will use Vauxhall's latest design language, with a large, upright grille and air vents. Sleek lights and a floating roofline complete the look. Inside, we're hoping for a practical yet durable look to match the class leaders'.

It's expected that the new model won't immediately replace the existing Zafira Tourer, but instead the two will be sold alongside one another for a while before the chunky CUV takes over.

**EXCLUSIVE IMAGE**



### **One to beat: Citroen C4 Picasso**

CITROEN'S C4 Picasso is currently our favourite MPV, and the Zafira won't have an easy job on its hands taking its crown. Bold looks and a pleasing cabin design help it feel more upmarket than traditional people carriers, while the tech, space and comfortable ride make it one of our favourite Citroens of the past decade. We'll put the Zafira head-to-head with the Picasso in 2016 to see if the revamped MPV-SUV has what it takes.





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## MID-SIZE SUV Jaguar F-Pace **ON SALE:** Summer

THERE'S no doubt that any stylish and premium mid-size SUV launched in 2016 will be benchmarked against Jaguar's stunning F-Pace.

Revealed to great fanfare in production form at the Frankfurt Motor Show, it's the firm's first foray into the competitive and crowded SUV market.

Thankfully, sister brand Land Rover has more than a little experience in the sector, but Jag's new model will be an entirely different proposition.

Designed to offer a sporty drive combined with a premium feel, it takes cues from the XE and XF saloons and transfers them into a taller yet still athletic shape.

It sits between the Audi Q5 and Q7 in size, with prices starting at £34,170 for the rear-wheel-drive 2.0-litre Ingenium diesel. There's also a 3.0 V6 diesel and a range-topping 375bhp supercharged V6 petrol – although there's no word yet on if we'll be getting a racy SVR.

The F-Pace is available with rear or four-wheel drive, plus manual or auto gearboxes, while even entry-level Prestige spec comes with heated leather seats, an electric tailgate and 18-inch alloy wheels. This SUV will undoubtedly prove a bit of a thorn in the side for the German establishment.



### One to beat: Porsche Macan

THE F-Pace has a number of fierce challengers, but the Porsche is perhaps the ultimate combination of desirability, premium quality and supercar speed. Following on from the sales success of the larger Cayenne, the Macan defies physics in the way it handles despite its upright body. It's also better looking than its big brother, while the range includes everything from a four-cylinder petrol to a muscular V6 turbo.



## ECO CAR Toyota Prius **ON SALE:** Summer

NEXT year will see numerous electric, hybrid and hydrogen cars hit the market, but in terms of mass-market appeal the new Toyota Prius will take centre stage in the eco car sector. The hi-tech hatch has been popular all over the world with private buyers and taxi drivers alike, so the fourth-generation model doesn't need to change the formula too much.

Under the skin is Toyota's new TNGA platform, which is set to underpin a range of new models and bodystyles. The Prius combines a 97bhp 1.8-litre engine with a 71bhp electric motor and CVT box. It promises 94mpg and CO<sub>2</sub> emissions of 70g/km – a considerable improvement on the current car.

The distinctive bodywork is designed to be super-slippery and aerodynamic, while interior space has also improved and there's additional kit as standard. Surprisingly, the Prius doesn't use lithium-ion battery tech. It retains a nickel-metal hydride set-up – but the pack is lighter and smaller than before, freeing up space in the boot.

We drove the newcomer at Japan's Fuji Raceway earlier this year, and found it had a much smoother powertrain, with refinement clearly high on the agenda. The ride was significantly more comfortable, too, and while it's no Ford Focus or VW Golf to drive, handling has certainly been improved. The cabin also sees a notable step up in quality, which is important considering the £23,295 starting price.



### One to beat: Peugeot 308 1.6 BlueHDi

IT'S a conventional diesel, rather than a hybrid, but there's no arguing with the Peugeot 308 BlueHDi's eco credentials. Claimed 91.1mpg and CO<sub>2</sub> emissions from only 82g/km aren't far from those of the Prius, yet this hatch is considerably cheaper. Thanks to the latest AdBlue urea injection and particulate filter tech, local emissions (such as NOx) shouldn't be a big concern. The Prius will be more efficient in town as it can run on electric power alone for small distances, but on motorways the 308's torque should make it more economical.



## EXECUTIVE CAR Volvo S90 **ON SALE:** Autumn

VOLVO is set for a very exciting 2016. Following hot on the heels of the well received XC90 SUV (the reigning Auto Express Car of the Year) will come the new S90 executive saloon.

The company is entering this market at a competitive time, with the new Jaguar XF already in showrooms and a revised Mercedes E-Class on its way. The Volvo (revealed on Page 10) gets a large grille with oversized badge, flanked by striking Thor's Hammer LED headlamps. A rakish new profile makes it stand out from the ageing S80 it replaces.

Inside, there's a raft of touches taken from Volvo's award-winning SUV, including a minimalist dashboard with a large portrait touchscreen in the centre. Safety is high on the agenda, with autonomous systems set to help Volvo realise its ambition to have no one killed or seriously injured in its cars by 2020.

Engine options are similar to those in the XC90, with a 316bhp T8 plug-in hybrid and two-wheel-drive D4 diesel on offer. A sizzling Polestar version is set to follow later in the car's lifecycle. The line-up will kick off at £32,000 – on a par with the BMW 5 Series.



### One to beat: Audi A6

IF Volvo wants to repeat the XC90's success, the new S90 will have to better the hugely talented Audi A6. The exec sets the standard in terms of cabin design and quality, as well as efficiency and dynamics, in a highly competitive sector. And while the S90 looks better, it'll be tough to repeat the Audi's everyday usability. The Jaguar XF will also be a close rival, and we can't wait to bring them together for the ultimate executive group test.



## HOT HATCH Ford Focus RS **ON SALE:** Summer

IT'S hard not to get excited at the prospect of a new Ford super-hatch, and the upcoming Focus RS is no exception. Thanks to its complex four-wheel drive and 354bhp 2.3-litre turbo, it'll go from 0-62mph in only 4.7 seconds and on to 165mph. The spec sheet alone is enough to worry its all-wheel-drive rivals, in the shape of the Mercedes-AMG A 45 and Audi RS3 – but with a sub-£30,000 price tag, it's undoubtedly 2016's most eagerly anticipated hot hatch.

It's not only about brute force, either – the electronically controlled 4x4 system has a so-called 'drift mode', which sends most of the power to the back wheels to allow smoky sideways action on a track. It's Ford's way of telling us that its new hot hatch will be all about fun – and may upset some performance cars that cost significantly more.

The best thing about the RS is that underneath all the performance and muscular looks, it's just a normal Focus. The current-generation car may be getting on a bit, but it still offers a level of quality, space and refinement that no focused race car could compete with. It comes from a long line of iconic fast Fords: the Escort RS1600, Sierra RS Cosworth, Escort RS Cosworth and outgoing Focus RS, all of which have their own cult following. And after our passenger ride earlier this year, we've no doubt that the new RS will continue that trend.



### One to beat: Volkswagen Golf R

THE VW Golf R is a very tough benchmark for the new Ford Focus RS. It's fast, practical and incredibly composed on the road. Thanks to its all-wheel-drive system, the Golf R has huge amounts of grip, too, and is easy to drive fast. While Ford may class cars such as the Mercedes-AMG A 45 and Audi RS3 as direct rivals, it's the Golf that competes on price. It's slightly down on power, but its top-quality interior and classless image are hard to beat. We'll just have to wait and see if the Ford Focus RS can match the VW's huge breadth of abilities.





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## FULL-SIZE SUV Land Rover Discovery

**ON SALE:** December 2016

WITH Defender production about to cease, and the current Discovery almost unchanged for more than 10 years, Land Rover's core range is due for a revamp.

The brand will unveil a new Discovery in around 12 months' time – and our exclusive images show how it should look. Last year's Discovery Sport gave a glimpse of the sleek, curvy design set to replace the current boxy shape.

The Discovery 5 will seat seven in a versatile, hi-tech interior. Like its Range Rover brother, it'll be lighter than before thanks to a new chassis design, with 2.0-litre Ingenium diesel engines for improved efficiency. Yet those with heavy trailers needn't worry, as we have also spied 3.0-litre V6 models on test.



**EXCLUSIVE IMAGES**



Poblete

### One to beat: Volvo XC90

THE new Discovery has a very tough opponent in our reigning Car of the Year: the Volvo XC90. With its smart looks, comfortable ride and luxurious interior, the XC90 is the current class leader. It's efficient for a large SUV, too, and packed with advanced safety tech. The XC90 is excellent on-road, with a smooth ride and relaxed eight-speed gearbox. The Land Rover has a lot to live up to if it wants to beat the Volvo when it launches next year.

## SPORTS CAR Fiat 124 Spider

**ON SALE:** July 2016

REVEALED at the LA Motor Show, the Fiat 124 Spider will begin its battle with the best two-seat sports cars in 2016.

It's based on the Mazda MX-5, and shares that car's chassis and interior, but under the bonnet is the Italian brand's 1.4-litre turbocharged petrol engine.

The new model comes as no surprise, as Fiat has become an expert in retro revival over recent years, with the cute 500 range forming the bulk of the brand's line-up. Bringing back the 124 name, along with classic roadster looks, could be a winning combination.

More notable changes from the Mazda base are the front and rear panels, with chunky overhangs, bold details and more muscular styling, which Fiat hopes will give its model less of a 'hairstylist's car' image.

We expect the 124 will cost around £20,000, sitting smack bang in the middle of the 1.5 and 2.0-litre Mazdas when it launches next year. There could even be a hot Abarth version later, featuring tuned versions of the same 1.4-litre engine for around 200bhp. With the car weighing in at less than 1,000kg, it could even rival the Porsche Boxster in a straight-line drag race.



### One to beat: Mazda MX-5

OUR online poll (Issue 1,398) showed Auto Express readers were undecided on which of these sister cars looked better – so the Fiat 124 will need to impress elsewhere to beat the fantastic MX-5. With its everyday usability, agile handling and low running costs, it's hard to think of a better choice if you're in the market for a two-seat sports car. Top-spec models even get a limited-slip diff and Bilstein dampers. The entry-level 1.5 is terrific fun, too.





## **CABRIO** Range Rover Evoque

**ON SALE:** February 2016

IT won't be for everyone, but there's no doubt that the Range Rover Evoque Convertible is a unique prospect. In what other car could you feel both the wind in your hair and the mud on your face?

With coupé-SUVs making waves in the new car market, it seemed only natural for a convertible to follow – and we're hoping Land Rover will be able to pull it off. Being dubbed as the world's first luxury convertible SUV, the Evoque will be even more of a niche choice when it goes on sale next year.

The lack of a roof means around 277kg has been added to strengthen the car, increasing the 0-62mph time by 1.3 seconds (to 10.3 seconds) and reducing fuel economy in the 2.0-litre TD4 diesel model from 57.6mpg to 49.6mpg. Overall design restricts the addition of a fashionable folding hard-top, so a well insulated cloth roof has been made that opens in just 18 seconds.

There's plenty of extra technology on board, too, with a large 10.2-inch touchscreen and 3G Internet. Autonomous emergency braking and stylish new LED headlights are also available. When the car arrives in the spring, diesel versions will be priced from £47,500 – that's £5,200 more than the equivalent hard-top. It's quite a jump, but is worthy of the conversion from coupé to cabrio.

**"In what other car could you feel both the wind in your hair and the mud in your face?"**



### **One to beat: BMW 4 Series**

**EVEN** though it's not an SUV, the BMW 4 Series Convertible is a luxurious four-seater drop-top, after a similar group of buyers as the Range Rover. It's great to drive and arguably even better to look at. The frugal 420d is capable of 58.9mpg, with higher power versions and all-wheel drive also available. While the Evoque Convertible creates a class of its own, it will still need to tempt buyers away from traditional cabrios like the BMW.



## **LUXURY CAR** Aston Martin DB11 **ON SALE:** Summer 2016

WE'VE already been wowed by James Bond's DB10 in the latest film Spectre, but there's an even bigger treat in store for 2016 – the Aston Martin DB11. Our exclusive image shows how the new car could look, with hints of the DB10 and futuristic DBX crossover concept from this year's Geneva Motor Show.

The car is likely to feature a turbocharged V12 engine, but there could also be an AMG-derived V8 in the line-up, thanks to the company's new business relationship with Mercedes. Power will increase significantly, so be ready for the top-spec models to soar above 600bhp, and give Ferrari something to worry about.

Expect a hi-tech interior, featuring hand-stitched leather and top-quality metals throughout. A new touchscreen interface to replace the DB9's previous infotainment set-up should be on the cards, with even more Mercedes influence to accompany it. Prototype DB11s we've seen have included the digital instruments from the S-Class.

The Aston Martin DB11 will make its debut at the 2016 Geneva Motor Show in March, and should go on sale later in the year priced from at least £150,000.



**EXCLUSIVE IMAGE**

### **One to beat: Bentley Continental GT**

**THE** Continental GT was updated in 2015 with more power, lower emissions and an improved interior. It's made the car even harder to beat, as it combines staggering performance with a composed and comfortable ride. It's still a heavy car, so Aston Martin will hope to appeal more to keen drivers with the DB11's sportier, lightweight image. We look forward to the British bruisers meeting for an exciting twin test in 2016.



## NEW ARRIVALS

- 1** What new car won the coveted Auto Express Car of the Year award for 2015?  
Jaguar XE  
Skoda Fabia  
Volvo XC90
- 2** Which feature was missing from the Citroen C4 Cactus M Concept at September's Frankfurt Motor Show?  
Windscreen  
Roof  
Steering wheel
- 3** What engineering features did the Ferrari 488 and Porsche 911 Carrera gain during 2015?  
Superchargers  
Turbochargers  
Hybrid drivetrains
- 4** According to Tesla, the new Model S P90D takes how long to go from 0-62mph?  
2.8 seconds  
4.1 seconds  
9.2 seconds
- 5** The new Skoda Superb features a two-fold increase in the number of what?  
Sunroofs  
Brake pedals  
Built-in umbrellas
- 6** Which brand launched Lauréate Prime special edition cars this year to mark a milestone anniversary?  
Dacia  
Peugeot  
SsangYong
- 7** What is the power output of the new Jeep Grand Cherokee SRT?  
461bhp  
641bhp  
164bhp
- 8** What does the acronym SCR stand for on new Volkswagen Group engines?  
Selective Catalytic Reduction  
Special Charging Regime  
Silicon-Controlled Rectifier
- 9** How much does the 'dog box' transmission option cost on the new Abarth 695 Biposto high performance city car?  
£1,700  
£8,500  
£3,500
- 10** Ariel revealed a new off-road version of its iconic Atom sports car in 2015. What is its name?  
Atacama  
Nomad  
Sahara

## EVENTS

- 11** Which popular car brand celebrated its 120th year of production in 2015?  
Skoda  
Ford  
Volvo
- 12** The Rolls-Royce Serenity concept car made its debut at which event?  
The Superbowl  
Geneva Motor Show  
Abu Dhabi F1 Grand Prix
- 13** Which Japanese performance car celebrated its 45th anniversary in 2015?  
Nissan GT-R  
Mazda MX-5  
Honda NSX
- 14** Chevrolet chose to hand a European debut to its new Camaro at which UK event?  
Goodwood Festival of Speed  
Cholmondeley Pageant of Power  
Silverstone MotoGP
- 15** Operation Stack was put into place for a record period in summer 2015. On which motorway did the authorities park up thousands of lorries?  
M2  
M3  
M20
- 16** Jaguar launched its F-Pace SUV in spectacular fashion by performing what stunt?  
A full-size loop-the-loop  
It sent a car into space  
Reversed across the Gobi desert
- 17** Which of the following oddities didn't make its debut at the 2015 Tokyo Motor Show?  
Toyota Wholesome Teatime Deluxe  
Honda Wander Walker  
Yamaha Sports Ride
- 18** The BBC's Building Cars Live was based at what UK production facility?  
MINI factory, Oxford  
Nissan factory, Sunderland  
Morgan factory, Malvern
- 19** What car manufacturer was offered on the New York Stock Exchange in October?  
General Motors  
Ferrari  
DeLorean
- 20** Alfa Romeo chose the 2015 Frankfurt Motor Show to unveil which new model?  
Giulia  
Alfasud  
GT Junior

## PEOPLE

- 21** Who was appointed chairman of the Volkswagen Group following September's 'dieselgate' scandal?  
Horst Ryder  
Matthias Müller  
Wolfgang Hatz
- 22** Ford appointed a new president for Europe, Middle East and Africa earlier this year. Who is he?  
Andy Palmer  
Sergio Marchionne  
Jim Farley
- 23** Tesla founder Elon Musk enjoyed a fantastic 2015. What Internet giant did he create before he moved into the car business?  
PayPal  
The Auto Express website  
Amazon
- 24** Tim Tozer walked away from his job as managing director of which car giant earlier this year?  
Vauxhall  
Mazda  
Bentley
- 25** Which technology boss said: "The [car] industry is at an inflection point for massive change. We'll see what we do in the future"?  
Bill Gates  
Mark Zuckerberg  
Tim Cook
- 26** Which actor sold his McLaren F1 for a record figure in June?  
Jerry Seinfeld  
Rowan Atkinson  
Larry David
- 27** Which former British Rally champion performed much of the stunt driving in the latest James Bond epic, Spectre?  
Mark Higgins  
Pentti Airikkala  
Alister McRae
- 28** Which designer announced his retirement from his post at Volkswagen in November?  
Walter de Silva  
Harris Mann  
Frank Stephenson
- 29** Which veteran test driver was awarded an OBE in the 2015 New Years Honours list?  
Valentino Balboni  
Norman Dewis  
Gavin Kershaw
- 30** Which celebrated designer left Bentley for Hyundai this year?  
Luc Donckerwolke  
Giorgetto Giugiaro  
Mark Lloyd

## SPORT

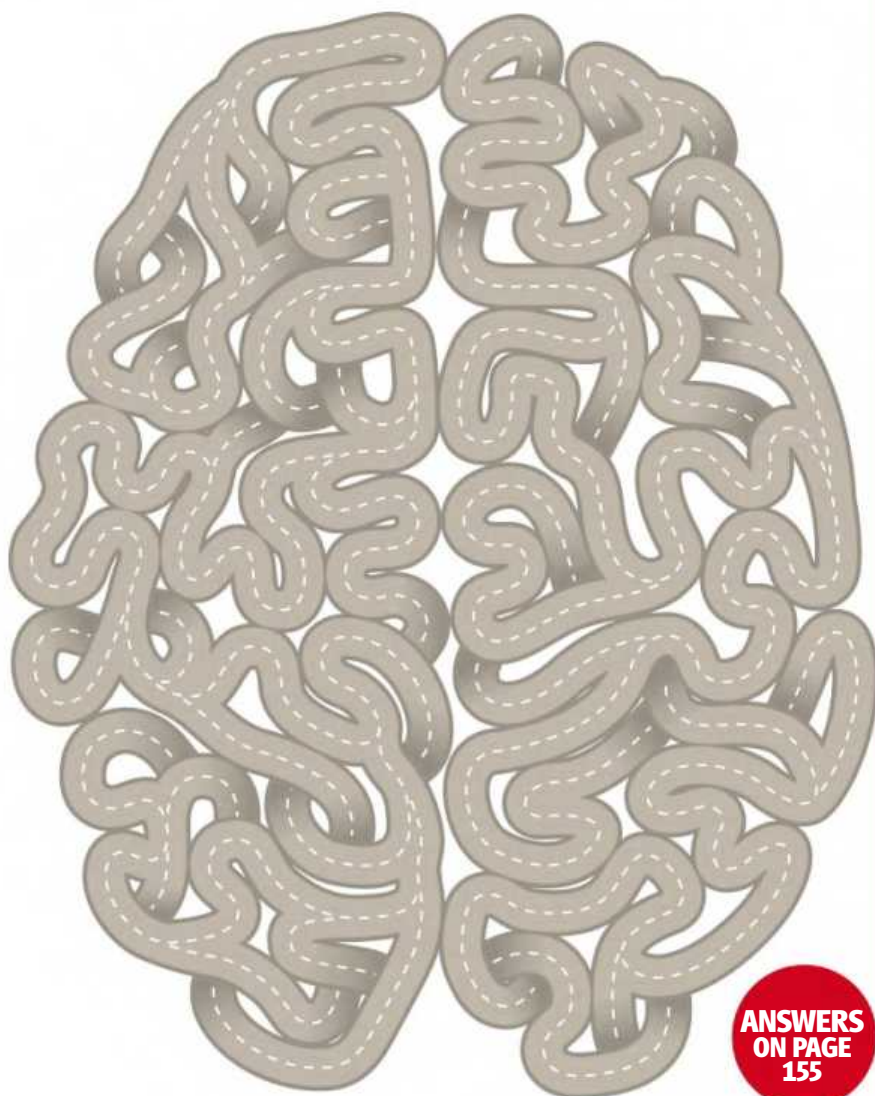
- 31** Who won the 2015 British Formula One Grand Prix at Silverstone?  
Sebastian Vettel  
Lewis Hamilton  
Nico Rosberg
- 32** Italian MotoGP legend Valentino Rossi was accused of kicking which rival off his bike at the 2015 Indonesian GP?  
Jorge Lorenzo  
Dani Pedrosa  
Marc Marquez
- 33** Who is the regular co-driver for 2015 World Rally champion Sébastien Ogier?  
Daniel Elena  
Julien Ingrassia  
Fabrizia Pons
- 34** 'Mansell Turn' was added to which Grand Prix track in 2015?  
Autódromo Hermanos Rodríguez, Mexico  
Silverstone, UK  
Adelaide, Australia
- 35** The Porsche 919 Hybrid completed how many laps of the Le Mans 24 Hours circuit on its way to victory?  
395  
411  
289
- 36** Which former Olympian escaped unhurt after crashing a Nissan GT-R at the 2015 Goodwood Festival of Speed?  
Mo Farah  
Sir Chris Hoy  
Sir Ben Ainslie
- 37** Pouhon, Stavelot and Les Combes are corners at which classic European race track?  
Monza, Italy  
Spa-Francorchamps, Belgium  
Circuit de la Sarthe, France
- 38** Juan Pablo Montoya won the 2015 Indy 500 race at an average speed of what?  
161.341mph  
142.331mph  
122.898mph
- 39** What was the minimum weight a Formula One car could be for the 2015 season?  
702kg  
1,000kg  
485kg
- 40** How many rounds of the British Touring Car Championship were held in 2015?  
12  
7  
30

**Auto  
EXPRESS**

# BIG QUIZ

## 50 MOTORING MINDBENDERS

Test your automotive know-how with our 50 tricky teasers. How many can you get right?



ANSWERS  
ON PAGE  
155

**Festive** brain teaser 

### PICTURE ROUND

Can you identify these new cars from their photos?



41 \_\_\_\_\_



42 \_\_\_\_\_



43 \_\_\_\_\_



44 \_\_\_\_\_



45 \_\_\_\_\_



46 \_\_\_\_\_



47 \_\_\_\_\_



48 \_\_\_\_\_



49 \_\_\_\_\_



50 \_\_\_\_\_



# Driver Power **survey**

Using your opinions to improve cars and motoring for everyone



**Joe Finnerty**  
joe.finnerty@dennis.co.uk  
@AE\_Consumer

**AE** DRIVER Power is back and it's your chance to be part of the UK's biggest and most influential car ownership satisfaction survey.

In 2015, we had a record-breaking 61,000 responses, with our readers telling us all about their cars and their dealer service – and this year we want to go even bigger.

From practicality to mpg, from repair costs to whether you'd consider buying the same brand again, and from average mileage to whether your dealer answers the phone... we want to know it all.

We receive hundreds of calls and E-mails every year from owners telling us what they do and don't like about their cars, and now's the time to have your say and make a difference.

And your views really do count, with brands increasingly taking on board results, changing the way they operate to keep customers happy.

It's an exciting time for Driver Power, too: in 2015, for the first time in three years, Skoda's Yeti was knocked off top spot and replaced by the Lexus IS as the best car to own. Lexus also retained its Driver Power dealers crown, making it 14 years at the top of the chart.

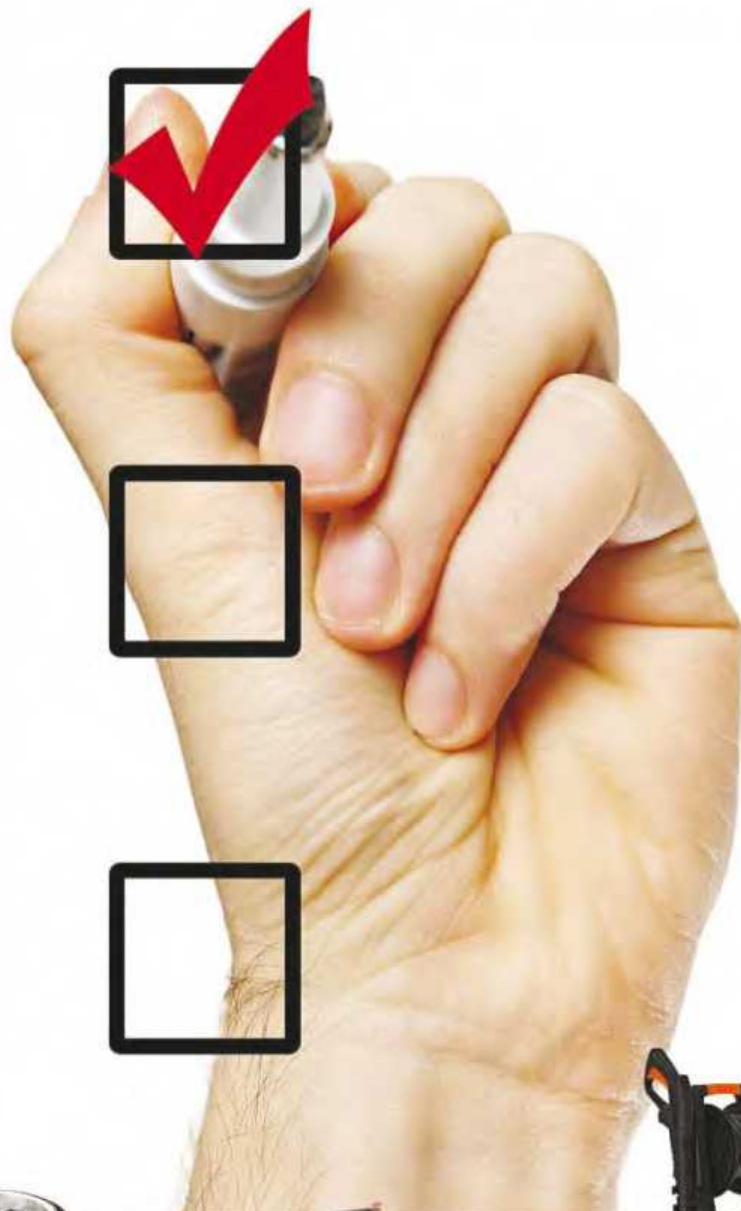
The brand is proud of its ranking, and as Lexus UK director Richard Balshaw told us, the service it offers has helped it sell cars: "Customer recommendation is great for us. A lot of people come to Lexus as they know somebody who's had a good experience."

Other makers are striving for the same, but which is on the right road and which needs to do a U-turn? We're relying on you to tell us.

Everyone who completes Driver Power has a chance to win more than £2,000 worth of car kit picked from Auto Express's Product Awards winners. Either fill in this paper version and send to the address overleaf (photocopies are acceptable), or complete the survey online at [autoexpress.co.uk/driverpower](http://autoexpress.co.uk/driverpower).

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**TOMTOM GO 6000**

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**CONTIWINTER CONTACT TS850**

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**TRANSCEND DRIVEPRO 200**

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**WASHER**  
**VAX POWER WASH VWP4B**

Updated version of top pressure washer



**START HERE** (or fill in survey quickly and easily online)

## About your car

### 1. What make is your car?

(eg: Ford, Nissan)

### 2. What model is your car?

(eg: Focus, Qashqai)

### 3. What trim level is your car?

(eg: Zetec, BlueMotion, GTi)

### 4. What is the year of registration?

(eg: R, 13, 63) If you have a personalised number plate, please give the actual year when the car was originally registered.

### 5. Describe your car's bodystyle

Cabriolet ☐  
 Combi ☐  
 Coupé ☐  
 Car pick-up ☐  
 Crossover ☐  
 Estate ☐  
 MPV ☐  
 Hatchback ☐  
 Coupé-cabrio ☐  
 Micro car ☐  
 Mini-MPV ☐  
 SUV ☐  
 Pick-up ☐  
 Roadster ☐  
 Saloon ☐  
 Targa ☐

### 6. What size engine does your car have?

Smaller than 1.0-litre ☐  
 1.0-litre to 1.5-litre ☐  
 1.6-litre to 1.9-litre ☐  
 2.0-litre to 3.0-litre ☐  
 Larger than 3.0-litre ☐  
 It's electric ☐  
 Don't know ☐

### 7. What type of engine does your car have?

Petrol ☐  
 Diesel ☐  
 Hybrid/alternative fuel ☐  
 E85 ☐  
 LPG ☐  
 Compressed Natural Gas ☐  
 Electric ☐  
 Other ☐

### 8. What type of transmission does your car have?

Manual ☐  
 Automatic ☐

### 9. Which wheels are driven?

Front-wheel drive ☐  
 Rear-wheel drive ☐  
 Four-wheel drive ☐

### 10. Is your car...?

Privately owned ☐  
 Privately leased ☐  
 A company car ☐

### 11. Did you buy your car new or used?

New ☐  
 Used ☐

### 12. Where did you buy it from?

Franchised main dealer ☐  
 Used car dealer ☐  
 Independent garage ☐  
 Private seller ☐  
 Car supermarket ☐  
 Car auction ☐  
 Online ☐  
 It's a company car ☐  
 Not applicable/other ☐

### 13. How much did it cost?

Up to £4,999 ☐  
 £5,000-£9,999 ☐  
 £10,000-£14,999 ☐  
 £15,000-£19,999 ☐  
 £20,000-£29,999 ☐  
 £30,000-£49,999 ☐  
 £50,000-£99,999 ☐  
 £100,000 or more ☐  
 Don't know ☐

### 14. How long have you owned this car for?

Less than 6 months ☐  
 6 months to 1 year ☐  
 1-3 years ☐  
 3-5 years ☐  
 More than 5 years ☐

### 15. What is your average annual mileage?

None ☐  
 0-4,999 miles ☐  
 5,000-9,999 miles ☐  
 10,000-14,999 miles ☐  
 15,000-19,999 miles ☐  
 More than 20,000 miles ☐  
 Don't know ☐

## Your car in detail

### 16. How satisfied are you with your car overall?

(one is worst, five is best)  
 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐



### 17. How do you rate your car's reliability? Has it let you down?

If you've had problems and needed to go back to the dealer, mark it down. (one is worst, five is best)  
 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

### 18. How do you rate your car's build quality?

Does your car feel solid or are there niggling rattles, or parts that come loose or fall off? (one is worst, five is best)  
 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

### 19. What's your car's average MPG?

### 20. How do you rate your car's fuel economy?

Are you shocked by its thirst or pleased with how far you can go on a full tank? (one is worst, five is best)  
 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

### 21. How do you rate the cost of servicing and spare parts for your car?

(one is worst, five is best)  
 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

### 22. How do you rate your car's other running costs (insurance, tax etc)?

(one is worst, five is best)  
 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

### 23. How satisfied are you with your car's performance?

Are you happy with its acceleration and pulling power? (one is worst, five is best)  
 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

### 24. How do you rate your car's road handling?

If your car lurches around corners and leaves you hanging on for dear life, then mark it down. (one is worst, five is best)  
 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

### 25. How do you rate your car's ride quality?

Does your car fidget on uneven surfaces or crash and shake over the smallest of bumps? (one is worst, five is best)  
 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

### 26. How satisfied are you with your car's ease of driving?

(one is worst, five is best)  
 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

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### 27. How do you rate your car's seat comfort?

(one is worst, five is best)

1

2

3

4

5

### 28. How do you rate your car's space and practicality (interior and boot)?

(one is worst, five is best)

1

2

3

4

5

### 29. How satisfied are you with your car's audio and entertainment system?

(one is worst, five is best)

1

2

3

4

5

### 30. How do you rate your car's in-car technology?

Does your phone connect easily to hands-free? How useful is the on-board computer? (one is worst, five is best)

1

2

3

4

5

### 31. How do you rate your car's safety features?

Do the airbags make you feel safe? Does it have preventative features such as parking sensors? (one is worst, five is best)

1

2

3

4

5

### 32. How do you rate your car's looks and styling?

Does your car turn heads? Or are you embarrassed to be seen in it? (one is worst, five is best)

1

2

3

4

5

### 33. What other models or brands did you consider before buying your car?

### 34. Has your car lived up to your expectations?

Yes ☐

No ☐

### 35. Would you buy the same model again?

Yes ☐

Maybe ☐

No ☐

### 36. If not, would you buy a different model from the same manufacturer again?

Yes ☐

No ☐

### 37. On a scale of 0 to 10 (where 0 is very unlikely and 10 is very likely), how likely are you to recommend your car to friends or family?

0

1

2

3

4

5

6

7

8

9

10

### 38. What car did you own before this one (if any)?

### 39. When do you think you will next replace your car?

In the next 3 months ☐

In the next 6 months ☐

6 months to 1 year ☐

1 year to 2 years ☐

2 years plus ☐

### 40. How much do you think you'll spend?

Up to £4,999 ☐

£5,000-£9,999 ☐

£10,000-£14,999 ☐

£15,000-£19,999 ☐

£20,000-£29,999 ☐

£30,000-£49,999 ☐

£50,000-£99,999 ☐

£100,000 or more ☐

### 41. How important are the following when choosing a new car?

(One is not important at all and five is extremely important)

**Styling**

1

2

3

4

5

**The brand**

1

2

3

4

5

**Safety features**

1

2

3

4

5

**Purchase price**

1

2

3

4

5

**Warranty period**

1

2

3

4

5

**Consumer reviews**

1

2

3

4

5

## Problems with your car

### 42. Has anything gone wrong with your car in the past three years?

Yes ☐

No ☐

### 43. What was the nature of the problem?

(please tick all that apply)

Electrics ☐

Engine ☐

Gearbox/clutch ☐

Suspension ☐

Brakes ☐

Other ☐

### 44. Have you made a complaint about your car?

Yes ☐

No ☐

### 45. Were you satisfied with the outcome of your complaint?

Yes ☐

No ☐

## Your dealer

### 46. What type of dealer do you use for servicing?

Franchised main dealer ☐

Local independent garage ☐

Independent marque specialist ☐

I do all servicing and repairs myself ☐

It's a company vehicle and gets serviced by my company ☐

I've never had my vehicle serviced or repaired ☐

### 47. Why did you choose this dealer?

(please tick all that apply)

I bought the car there ☐

It was recommended by a friend ☐

It has competitive prices ☐

The staff are helpful and friendly ☐

It's conveniently located ☐

It has expertise in servicing/repairing my make of car ☐

It offers extended/out of hours servicing ☐

None of the above ☐

### 48. Please write the name and location of the dealer that you use most often.

### 49. Remembering back to when you bought the car from your dealer, how satisfied OVERALL would you say you were with the sales service you received (where 1 is totally dissatisfied and 5 is extremely satisfied)?

1

2

3

4

5

### 50. On a scale of 1 to 5, how satisfied were you with your dealer's service in the following areas during the sales process (where 1 is totally dissatisfied and 5 is extremely satisfied)?

**How often they communicated with you**

1

2

3

4

5

**Their openness and honesty**

1

2

3

4

5

**The final price offered**

1

2

3

4

5

**Their knowledge about the vehicle**

1

2

3

4

5

**How easy they made the paperwork**

1

2

3

4

5

**They covered off all the options you required (optional extras, financing etc)**

1

2

3

4

5

**Politeness and attentiveness of the sales staff**

1

2

3

4

5

**The cleanliness of the showroom**

1

2

3

4

5



**51. On a scale of 1 to 5, how satisfied overall would you say you are with the dealer that completed your last service or repair (where 1 is totally dissatisfied and 5 is extremely satisfied)?**

1 2 3 4 5

**52. How satisfied are you with your dealer on each of the following criteria (where 1 is totally dissatisfied and 5 is extremely satisfied)?**

**Helpfulness and attitude**

1 2 3 4 5

**Standard of workmanship**

1 2 3 4 5

**Cleanliness and atmosphere**

1 2 3 4 5

**Technical knowledge**

1 2 3 4 5

**Keeping you informed on progress and cost of work**

1 2 3 4 5

**Value for money**

1 2 3 4 5

**Tell us more about your dealer....**

---



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**53. Please rate the importance of each of the following when it comes to servicing/repairing your car (where 1 is not important at all and 5 is very important).**

**Helpfulness and attitude**

1 2 3 4 5

**Standard of workmanship**

1 2 3 4 5

**Cleanliness and atmosphere**

1 2 3 4 5

**Technical knowledge**

1 2 3 4 5

**Keeping you informed on progress and cost of work**

1 2 3 4 5

**Value for money**

1 2 3 4 5

**54. When the car was returned to you, was it...?**

Cleaner than when you took it in

About the same as when you took it in

Dirtier than when you took it in

**55. If you have one, what is the biggest complaint you have about your dealer?**

Unanswered phone calls

Unexplained bills

Never properly explains the problem

Discourteous staff

Car always left dirty

Didn't identify the fault

Other

I don't have any complaint about my dealer

**56. On a scale of 0 to 10 (where 0 is very unlikely and 10 highly likely), how likely is it that you would recommend this dealer to a friend or colleague?**

0 1 2 3 4 5  
6 7 8 9 10

## Your details

**57. Are you...?**

Male

Female

**58. How old are you?**

Under 18

18-24

25-34

35-44

45-54

55-64

Over 65

**59. What part of the country do you live in?**

Scotland

North-west

North-east

Central England

Wales

East

London

South-west

South-east

Northern Ireland

Ireland

Overseas

**CLOSING DATE IS 1 MARCH 2016**



# THANKS FOR YOUR HELP!

To enter the prize draw, fill in your details and return your survey to the address below by 1 March 2016

**FIRST NAME**

**SURNAME**

**DAYTIME PHONE NUMBER**

**E-MAIL**

**Please return to:**

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# ASTRA

## A BRITISH LEGEND

As Vauxhall's new British-built Astra hits showrooms, our 32-page special looks at it in detail and reflects on some of its glorious predecessors

### CONTENTS

#### THE MAGNIFICENT SEVEN P60

Design boss Mark Adams talks us through every generation of the Astra.

#### MEGA DRIVE P66

We cover an average month's mileage in epic 24-hour road trip.

#### BRIT FACTOR P76

How the new Astra was honed on UK's most challenging roads.

#### THE ASTRA DIET P84

Inside story on how Vauxhall cut 200kg from all-new model.



**James Batchelor**

James.Batchelor@dennis.co.uk  
@JRRBatchelor

**AE** FEW cars are held in as much affection by the British motoring public as the Vauxhall Astra. Incredibly, it's estimated by the company that one in four Brits have driven an Astra at one time or another. That explains why it's become such a popular sight on the roads over the years. Now there's an all-new seventh-generation model in showrooms – and having driven it and tested it extensively, we believe it to be the finest model Vauxhall has launched in many years. To mark the arrival of such a significant new UK-built car, we've produced this 32-page special which looks at the new model in detail as well as reflecting on the cars of the past that have earned the Astra deserving status as a British Legend.

#### ASTRA'S TECH EXPLAINED P70

It's the most hi-tech family hatch ever – and we explain the highlights.

#### FAST ASTRAS P78

We look at some of the most thrilling hot Astras of all-time.

#### OLD VS NEW P86

How does all-new car compare to the original? We drive them side by side.

#### MADE IN ENGLAND P72

Join us at Ellesmere Port as we meet the people who build Astra.

#### MENTOR TO THE STARS P82

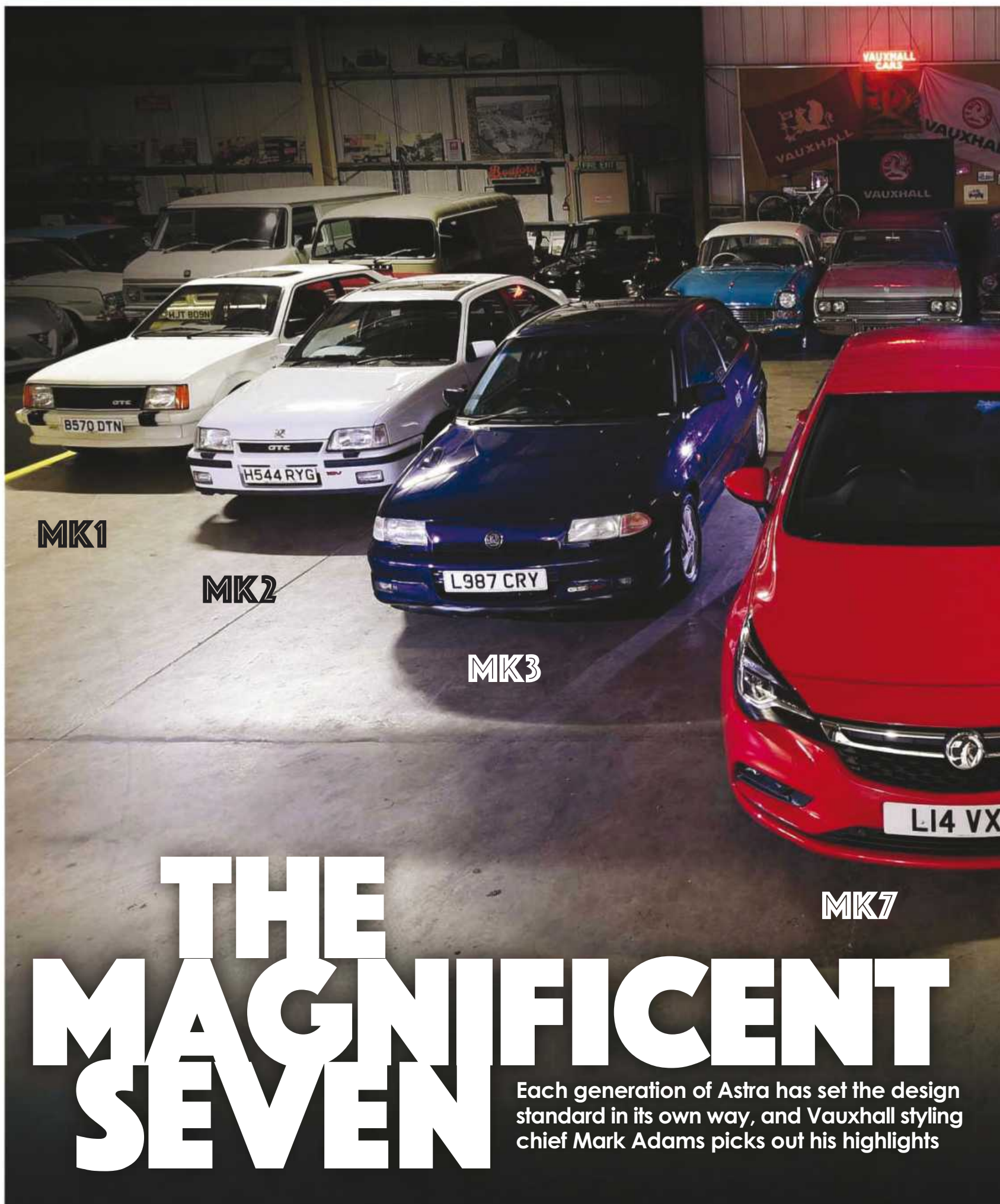
The driving coach who uses an Astra to teach F1's biggest names.

#### SUPER DEALER P88

We meet the man who's sold 2,200 Astras in his lifetime.

#### WIN AN ASTRA P74

Don't miss your chance to have new Astra on your driveway for the next 12 months.



**MK1**

**MK2**

**MK3**

**MK7**

# THE MAGNIFICENT SEVEN

Each generation of Astra has set the design standard in its own way, and Vauxhall styling chief Mark Adams picks out his highlights

# THE MAGNIFICENT SEVEN



MK4

MK5

MK6

**"VAUXHALL RECKONS  
AROUND A QUARTER  
OF ALL MOTORISTS IN  
THE UK HAVE DRIVEN AN  
ASTRA AT SOME STAGE"**



**Steve Fowler**

Steve\_Fowler@dennis.co.uk  
@stevefowler

**AE** FOR the past 35 years, the Vauxhall Astra's been as much a part of British life as fish 'n' chips and Doctor Who. And as with the Time Lord, the Astra has regenerated over the years with a new look but the same attitude – in the Vauxhall's case, this means it's an affordable, family friendly hatch with a cheeky side.

So to celebrate this special issue, we gathered all seven generations of the Astra at Vauxhall's Heritage Centre located to the rear of its Luton home. We invited

Vauxhall and Opel's vice president of design, Mark Adams, to give his view on what's gone before, as well as the new car that's arriving in showrooms right now.

As with so many Brits, London-born Adams has plenty of history with the Astra. In fact, Vauxhall reckons around a quarter of all UK motorists have driven an Astra at some stage. So whether you remember the Mk1 or Mk5, Mark will give you his expert design view on every Astra ever made.



## **DESIGN BOSS**

Adams qualified in engineering and design before moving to Ford and, finally, GM and Vauxhall

## **DESIGN INSIGHT MARK ADAMS**

MARK Adams is a rare thing among car designers. Yes, he's studied at the Royal College of Art, where so many top auto designers cut their teeth. But he did it only after completing a degree in mechanical engineering first.

Adams joined GM in 2001 after a stint with arch-rival Ford, and became vice-president of GM Europe design in 2007. He spent some time in Detroit in 2012 working on the Cadillac and Buick brands, before heading back to Europe in 2013 to complete the Mk7 Astra.

Pete Gibson/Otis Clay

## ASTRA MK7

Most recent car is best yet, evolving nearly 40 years of Astra design into a striking, efficiently packaged model

MARK Adams is clearly proud of the Mk7 Astra – and rightly so, as it pulls off the trick of looking premium without a premium price attached.

But there was a further challenge with this car. “The biggest thing was making it smaller on the outside yet bigger on the inside, and trying to find an aesthetic that made it look low, wide and lean,” Mark tells us.

“It was a huge challenge from beginning to end, but I’m very proud of the result – there’s a great efficiency of package to the car.”

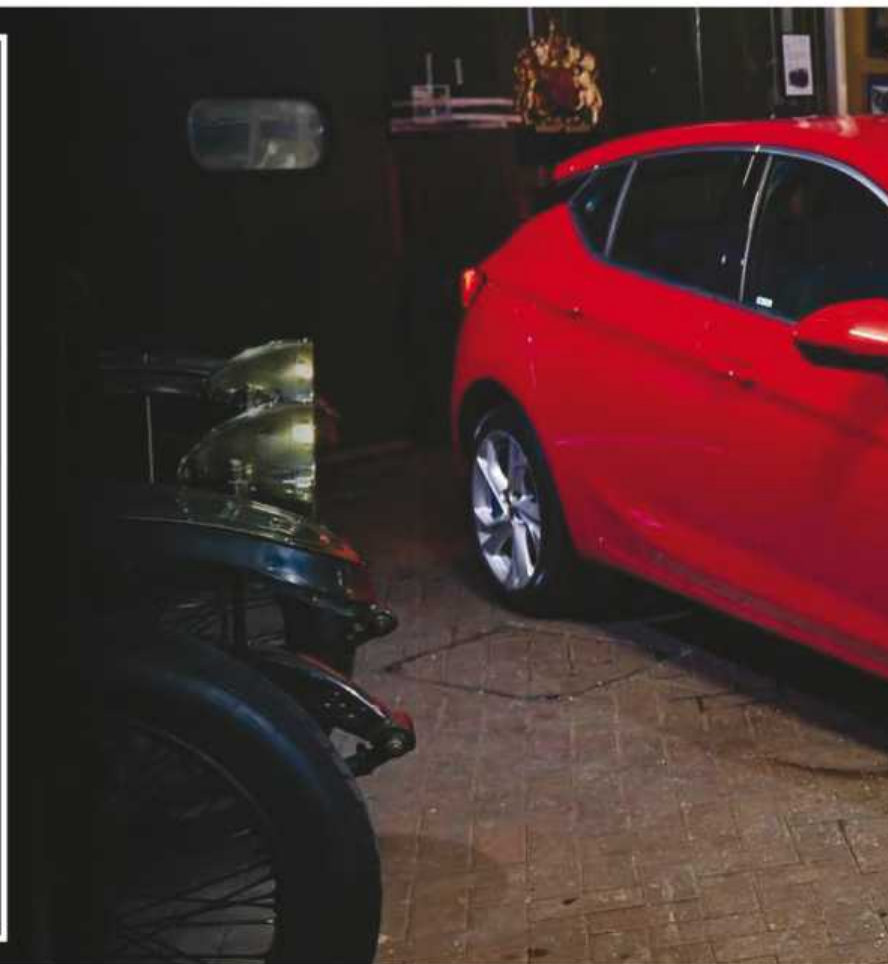
So for him, what is the highlight of the Astra? “Without doubt, the floating roof and breakthrough C-pillar. It was this visual trick that allowed us to create an almost coupé-ish look but still amaze people with how much interior space it has,” he says.

Although rumours of a coupé from Adams’ pen are just that right now, the new Mk7 Astra Sports Tourer, with a similarly striking design, will be in showrooms in the near future.



### MARK SAYS...

**“THE BIGGEST THING WAS MAKING IT SMALLER ON THE OUTSIDE YET BIGGER ON THE INSIDE, AND AN AESTHETIC THAT MADE IT LOOK LOW, WIDE AND LEAN”**



## ASTRA MK6

This took Astra in a new direction, with softer, more sculpted feel

WHEN the Mk6 Astra arrived in 2009, it was a bold departure from the previous sharp-lined models. It’s defined by the car below, in which Auto Express set an endurance speed world record in 2013, covering nearly 3,000 miles at an average of 125mph over 24 hours.

“This was the first Astra with Vauxhall’s new form language,” says Adams. “It’s sculptural artistry meets technical precision. It had great

proportions. A wide track and large wheels combined with a muscular surface treatment to define an extremely dynamic car. The way the upper window line flowed into the C-pillar and through to the tail-light was a highlight – and there’s great surfacing and flow of lines.”

Mark is also a fan of the three-door: “The GTC was the most dynamic expression of the Astra – it’s a great piece of sculpture.”

### MARK SAYS...

**“IT’S SCULPTURAL ARTISTRY MEETS TECHNICAL PRECISION. IT HAD GREAT PROPORTIONS”**



# THE MAGNIFICENT **SEVEN**



**WE SAY...**

**"THIS IS A HIGH-QUALITY DESIGN WITH JUST ENOUGH DETAIL TO LOOK PREMIUM WITHOUT LOOKING FLASHY"**

**MARK SAYS...**

**"IT HAD AN ENHANCED PROPORTION WITH A COWL-FORWARD APPROACH, RETURNING TO THE CLASSIC HATCHBACK STYLE"**



## **ASTRA MK5**

**Fifth-generation car revisited classic hatchback styling**

THE Mk5 Astra has a fond place in Mark Adams' memory. "This car was under final development upon my arrival at General Motors Europe's design team," he says. "It had an enhanced proportion with a cowl-forward approach, returning to the classic hatch style and enabling better aerodynamics and headroom. It had a very wide trapezoidal grille, stretching between the hi-tech lights, and lowering and widening the body."

The sporty VXR models in particular have become legendary, and Adams is a fan of this particular version. "I still love that roofline," he continues.

There are also some design elements that have become Astra traits over the years, as Mark explains: "The wide shoulders plus the dynamic and muscular body were a recipe for the Mk5, with accentuated wheelarches adding to the Astra's stance."

One particular feature has been revived for the seventh-generation car, though. "The full-width grille flowing into the headlamps is something we've reformulated and used in the latest Astra," says Adams.



## **ASTRA MK4**

**Low, short rear deck saw a departure from the traditional hatchback form**

THE Astra has always had an edge over its Ford rivals on style, and this Mk4 version was proof of that.

"A new proportion based on a different aerodynamic concept defined the fourth-generation model," says Mark. "It was a departure from the traditional hatch to become a car with a low and short rear deck. The model had wide shoulders, a strong body and a light upper greenhouse, giving a very special look."

He continues: "The trapezoidal grille, integrated into the bonnet, was a new feature, promoting quality manufacturing. Wheelarches added to the body with a prominent feature line, enhancing the size of the alloys."

**MARK SAYS...**

**"WIDE SHOULDERS, STRONG BODY AND LIGHT UPPER GREENHOUSE GAVE A VERY SPECIAL LOOK"**



## **ASTRA MK2**

**Dynamic 'teardrop' styling really put the Astra on the design map**

"I WAS just starting at the Royal College of Art when this Astra went into production," says Mark. "To this day, I still remember the impact of the super-clean, dynamic lines, particularly of the hot GTE version."

The Mk2's 'teardrop' shape is among the most iconic of all Astras, as he explains: "This car had great proportions, a perfect stance and a class-leading form

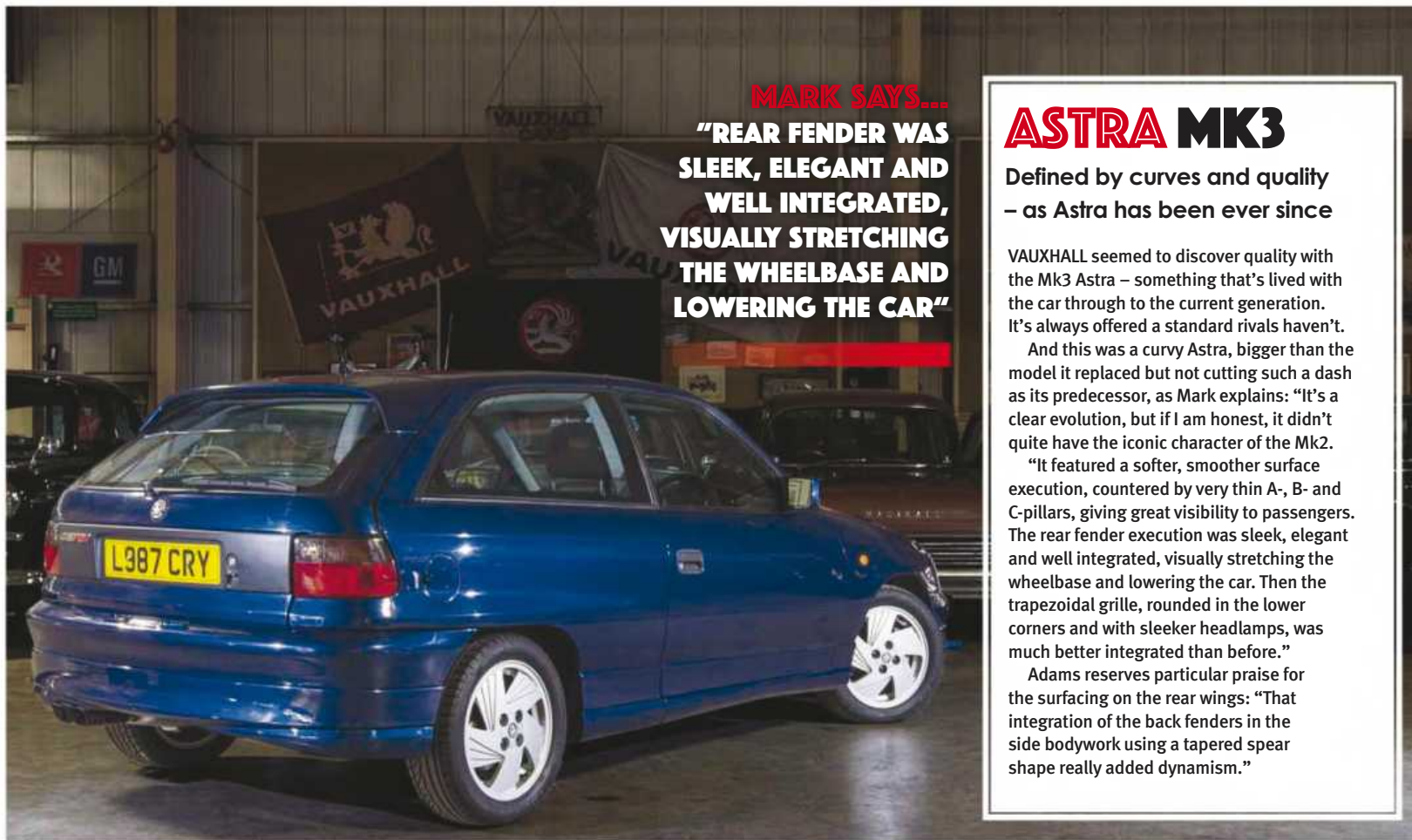
language. The full plastic bumpers enabled it to have a very clean and futuristic look."

That hi-tech feel was enhanced inside by a digital speedo, while this was the first Astra to receive the cabrio treatment. Not every version of the Mk2 was a hit, though. The four-door, badged Belmont, was less successful in terms of both style and sales.



**MARK SAYS...**

**"THIS CAR HAD GREAT PROPORTIONS, A PERFECT STANCE AND A CLASS-LEADING FORM LANGUAGE"**



**MARK SAYS...**  
**"REAR FENDER WAS SLEEK, ELEGANT AND WELL INTEGRATED, VISUALLY STRETCHING THE WHEELBASE AND LOWERING THE CAR"**

## ASTRA MK3

Defined by curves and quality – as Astra has been ever since

VAUXHALL seemed to discover quality with the Mk3 Astra – something that's lived with the car through to the current generation. It's always offered a standard rivals haven't.

And this was a curvy Astra, bigger than the model it replaced but not cutting such a dash as its predecessor, as Mark explains: "It's a clear evolution, but if I am honest, it didn't quite have the iconic character of the Mk2."

"It featured a softer, smoother surface execution, countered by very thin A-, B- and C-pillars, giving great visibility to passengers. The rear fender execution was sleek, elegant and well integrated, visually stretching the wheelbase and lowering the car. Then the trapezoidal grille, rounded in the lower corners and with sleeker headlamps, was much better integrated than before."

Adams reserves particular praise for the surfacing on the rear wings: "That integration of the back fenders in the side bodywork using a tapered spear shape really added dynamism."

## ASTRA MK1

IN 1979, the first Astra turned up in the UK with a fresh, chiselled look that was totally at odds with the slab-fronted Ford Escort of the time.

But this car was radical for a number of reasons, as Mark explains. "It was Vauxhall's first front-wheel-drive architecture, which drove a fundamentally different proportion to the previous RWD Chevette,"

Newcomer's fresh, chiselled look stood out from the crowd

he says. "It was very modern, took a clean approach and had customers very much in mind."

"It had exceptional packaging and cabin efficiency; a very clever

and well developed design. The crease line on the Chevette had been replaced by a precise undercut to further enhance sheet metal quality. This was then carried over to the next generations of Astras."

**MARK SAYS...**

**"EXCEPTIONALLY GOOD PACKAGING AND CABIN EFFICIENCY; A VERY CLEVER AND WELL DEVELOPED DESIGN"**



## WEMBLEY STADIUM

TIME: 04:38HRS MILES: 29

First stop for reporters Jonathan Burn and Sean Carson on tour of Vauxhall-sponsored Home Nations football stadia aboard new Astra is under the dazzling arch of Wembley at crack of dawn



**Jonathan Burn**  
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@Jonathan\_burn

**AE** WE cram lots of stuff into our busy lives every month. We watch around 141 hours of television, gorge our way through 50kg of food and still manage to squeeze in 73 cups of tea. None of this has much relevance to the new Vauxhall Astra, but what does are the 764 miles the average British driver puts on the clock each month.

Auto Express had a simple, if ambitious plan: we wanted to take the new Astra on a tour of the UK, stopping at each of the Vauxhall-sponsored Home Nations football stadiums – fuelled by nothing but doughnuts and coffee. But here comes the catch. We wouldn't be covering that distance in a month or even a week; we'd be doing it in a day.

If all went to plan, we'd begin at Vauxhall HQ in Luton and end at Belfast's Windsor Park, 798 miles and 24 hours

later. Crunching the numbers, we worked out we could not only do the journey in a day, but also on just one tank of fuel. The official figures suggested our 134bhp 1.6-litre diesel Astra was capable of 72.4mpg and 764 miles on a single tank. And as 42 miles of our marathon was on the ferry from Scotland to Northern Ireland, the trip computer suggested we would make it. Could the Astra go the distance? More to the point, how would we fare? It was time to find out...

Our journey kicked off in the sleepy streets of Luton, Bedfordshire, at 3am, when senior road tester Sean Carson and I collected the keys to our car. Given the time of day, the first leg of the journey down the M1 to Wembley was simple. Thirty miles in, and with our shots of the Astra with the stadium's arch in the bag, we were ahead of schedule and halfway to filling a Costa coffee loyalty card. Success.

We then entered the address of the Welsh national stadium, home to Cardiff City football club, into the car's

sat-nav, and our plan was to arrive before most people were even at their desks. The 152-mile leg began with a crawl through West London, which hit our average economy. But the comfort zone of the M4 quickly saw the Astra pick up points faster than England in the Euro 2016 group stages. We were making decent progress and averaging 65mpg. Good, but not enough to get us to Belfast on one tank.

Then we hit an incident around Swindon in Wiltshire. It led to severe tailbacks and added 40 minutes to our journey that we simply couldn't afford. Our average fuel economy plummeted as quickly as our doughnut count.

The silver lining was that the delay gave us the chance to try out the Astra's in-car Wi-Fi and new OnStar concierge service. It can help you find anything from Swansea's finest steakhouse to Croydon's best car wash, while the navigation instructions are downloaded wirelessly on to the car's sat-nav. It's a genuinely brilliant feature and something usually

**START VAUXHALL HQ, LUTON**

TIME: 03:23HRS MILES: 0

**WEMBLEY STADIUM**

TIME: 04:38HRS MILES: 29



**SWINDON DELAY**

TIME LOST: 40 mins

# MEGA DRIVE

WE DO ONE MONTH OF MILES... IN A DAY



"WE WORKED OUT WE COULD NOT ONLY DO THE JOURNEY IN A DAY, BUT ALSO ON JUST ONE TANK OF FUEL"

## STADIUM MEGA DRIVE

Pete Gibson



**WE'RE OFF**  
Cool red glow of Vauxhall's Griffin badge marked our start point. And top-spec Astra Elite was the perfect companion

New Astra faces its ultimate test as we try to take it to four corners of the UK on a single tank in 24 hours



**DAYLIGHT**  
Motorway traffic built up as our team approached Severn Crossing; healthy road test diet got drivers through their mammoth day



### CARDIFF CITY STADIUM

TIME: 09:00HRS  
MILES: 184

Just as many people are clocking on for a day's work, Sean and Johnny have already covered nearly 200 miles of Astra marathon as they pose outside Welsh national stadium

### CARDIFF CITY STADIUM

TIME: 09:00HRS MILES: 184



### ELLSMERE PORT

It's only lunch time as our driving duo arrives at the home of the Astra, but early start is taking its toll – they have been on the move for more than 10 hours already

### ELLSMERE PORT, CHESHIRE

TIME: 13:15HRS MILES: 394



## PITSTOP

Plant director Stefan Fesser greeted us at Ellesmere Port, where car is built, but as we'd had to put our foot down, we soon had to fill up



reserved for high-end executive saloons; not a humble family hatchback. But not even OnStar could save us from Cardiff during rush hour – and the jams meant the trip computer was now saying we would run out of fuel halfway through our journey, just outside Liverpool. The outcome was looking bleak.

Still, with our stadium shots snapped at Cardiff, we made our way back across the border and up to the home of the Astra: Vauxhall's Ellesmere Port plant in Cheshire. This wasn't much of a diversion on the way to Glasgow's Hampden Park, and we met up with plant director Stefan

Fesser. The Ellesmere Port pitstop also gave us a chance to refill the doughnut stash and collect another caffeine fix.

Back on the motorway, and the trip computer was pretty much on the money, as we stopped for fuel 404 miles in – we'd averaged 57.4mpg so far. And while the 235-mile stint from Hapsford Services on the M56 in Cheshire to Glasgow was the longest of the day, the Astra took it in its stride.

The driving position is almost perfect, with comfortable and supportive seats, plus the gutsy engine lets you pass slower motorway traffic with ease. The car is also laden with tech, so if you ever have to do a month's mileage in

## HAMPDEN PARK

TIME: 17:25HRS MILES: 634

We got to drive new Astra into Scottish national stadium for a lap of honour in the dark, and imagined taking the plaudits of a roaring crowd. But there was no time to stop – we had a ferry to catch!



## TECH

Apple CarPlay and on-board Wi-Fi broaden new Astra's appeal, while clear nav kept our duo on the right track



a day there's plenty to keep you occupied. Apple CarPlay provides access to all of your smartphone's key functions, while the on-board Wi-Fi is fast enough to download an Attenborough documentary on the move. Plus, the rear is spacious enough to set up a three-man defensive wall.

A little over 14 hours in and Hampden Park welcomed us with sub-zero temperatures and an icy darkness. But by the time we'd taken our pictures, the chances of us reaching the south coast of Scotland for our ferry to Belfast were slim.

The chase down to Cairnryan in Dumfries and Galloway to catch the ferry was on. But the Astra doesn't just have mile-munching ability in its locker, as the new chassis, solid steering and punchy engine provide agile responses and a quick turn of pace. We twisted our way down the western coast of Scotland for nearly 80 miles in darkness, while the Astra made mincemeat of rutted road surfaces. Soon, the amber haze of Cairnryan port appeared, and while our ferry

...CONTINUED



FUEL STOP DELAY

TIME LOST: 10 MINS

HAMPDEN PARK STADIUM

TIME: 17:25HRS MILES: 634

# STADIUM MEGA DRIVE



Well earned rest: Ferry trip gives Sean a chance to nap



Astra joins main cargo of trucks on overnight crossing

**BACK OF THE NET**  
Astra scores in all areas. It's comfortable, efficient, well equipped and drives well



List of recent destinations shows ground we've covered



## WINDSOR PARK STADIUM

TIME: 02:54HRS  
MILES: 756

Having loaded up on coffee on the boat, our duo have just enough energy to crawl through sleepy Belfast in the middle of the night to reach Windsor Park for the final photo. Then it's a sigh of relief that they don't have to drive back!

was still docked, check-in for the crossing was slammed shut right in front of us. We'd missed it by minutes and would have to wait four hours for the next one.

Still, the delay at Cairnryan enabled us to turn the Astra into a temporary hotel room, and get some sleep. Very comfortable it was, too. But we discovered the setback would give us only an hour once we docked in Belfast to get through the city to Windsor Park – if we were to complete the journey in 24 hours.

Even at 2am, you can rely on OnStar. A quick call back to Vauxhall HQ had the address downloaded into the sat-nav and within 30 minutes we were outside Windsor Park stadium – dishevelled, exhausted but ultimately relieved.

While the car wouldn't have flinched had it needed to make the return journey immediately, we knew we couldn't. The Astra had completed its task with ease. Now we had to cram a month's worth of sleep into a day...



## CAIRNRYAN PORT

TIME: 20:30HRS MILES: 727



## FERRY DELAY

TIME LOST: 4 HRS

## WINDSOR PARK STADIUM FINISH

TIME: 02:54HRS MILES: 756

## INTELLILINK

INTELLILINK is Vauxhall's infotainment platform, which has integrated Apple CarPlay and Android Auto connectivity to give customers a wider choice of media, communication, mapping and location services while on the road.

CarPlay brings your smartphone interface to the car's touchscreen. You can enable Siri to navigate hands free, send messages and select audio preferences.

Siri can also read messages and, in our tests, recognition was fairly accurate. Yet IntelliLink offers a lot of this functionality

in its own right. While the interface isn't as familiar as CarPlay or Android Auto, you can use its accurate voice control from the steering wheel and the sat-nav integrates with OnStar (opposite), unlike Apple Maps. The system itself comes in various specs, depending on your car's trim level.

Connection via Bluetooth and USB means Windows handset users aren't left out, plus audio choices include DAB radio. It's also competitively priced compared to other infotainment systems; on Astras that don't have it as standard, it's £700.



## MATRIX LIGHTS

THE previous Astra featured bi-xenon lights, but the new model gets LED matrix headlamps that, when coupled with its IntelliLux adaptive lighting technology, automatically manage dipped and full beam at one touch of a button. Using the front-facing camera, the system detects objects on the road, assesses them and adjusts the beam to eliminate glare – a high-end feature usually found on upmarket models.



# WELCOME TO THE FUTURE

The new Astra takes family hatch tech to a different level, and we try it out



Cat Dow

CONNECTIVITY has become an ever-increasing part of our motoring experience. There's greater responsibility on car makers to ensure systems don't encourage us to break the law while behind the wheel, and Vauxhall has been a pioneer.

After 20 years of helping US drivers, OnStar has arrived in Europe in the new

Astra. We previewed the telematics service in Issue 1,364, and now we've finally had a chance to test it in Vauxhall's Mk7 hatch.

But the Astra's tech highlights don't end there: it also has clever LED matrix headlamps and neat smartphone integration in its IntelliLink infotainment system to offer a safer, more convenient driving experience. Here we assess all the hi-tech kit on offer.



## ONSTAR

CAR telematics are complex, combining vehicle data and communications to offer services previously only available from luxury marques. Vauxhall's OnStar Europe package (free for the first year, then £79 annually) makes the concept of the connected car more accessible than ever. It's a great option for drivers less confident with tech or those too impatient to use a touchscreen.

For safety, there's an SOS button, which you can press in the event of a crash to connect to an emergency responder team. The same team calls into the car automatically if sensors detect a severe level of impact, to check on

occupants and call the emergency services to your location, with the appropriate kit.

The blue button connects you to OnStar Command Centre advisors, who can send directions to your IntelliLink screen, depending on whether you've agreed to reveal your location – a privacy button is there if you wish. They can also check the health of the vehicle.

OnStar also lets you turn the car into a mobile Wi-Fi hotspot, connecting up to seven devices, while the MyVauxhall app tops off this hi-tech mix with remote locking, remote horn operation and a vehicle health overview.



## ONTEST

Cat Dow  
Cat\_Dow@dennis.co.uk



### TECH IN ACTION

Cat puts the advanced new Astra through its paces

EUROPE is clearly a challenge for technology such as OnStar. With the continent's patchwork of local languages, cultures and emergency infrastructures, not to mention the differences in road, car, telecoms and privacy regulations, delivering seamless connectivity solutions to equal standards across all regions is no mean feat.

We felt it only fitting to give OnStar and IntelliLux a real run for their money, so we sailed over the Channel to Northern France without any concrete plans. We arrived in the Port of

Calais at 11pm with no hotel reservation, which we knew would put IntelliLux and OnStar into action from the very beginning.

The matrix lighting automatically detected that the oncoming traffic had changed position on the road, so there was no need for reflectors, and the IntelliLink screen's brightness adjusted itself to suit the level of daylight, for easy reading. We were also impressed with the intuitive integration of CarPlay. The huge and familiar Apple buttons were hard to miss, while Siri composed and sent a number of messages accurately and completely hands free.

While we didn't need the SOS button, we used the blue button a lot. And overall, the Destination Download service was helpful. Once we were connected to the UK-based call centre, several polite advisors guided us around Dunkirk and Amiens, and the vehicle health check was useful. An advisor identified low pressure in one of the car's tyres, then directed us to a suitable place for repair.

We missed the Wi-Fi hotspot once we hit France, though. This service is currently only offered in the UK, Germany and Holland.





**Martin Saarinen**

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@AE\_Consumer

**AE** LIFE at Ellesmere Port starts at 7.30am when around 2,000 workers settle in for another day of building the new Astra. It takes over a million square metres of Cheshire land, 24 hours and dozens of robots to put together the new car, and we've joined the morning shift at the Vauxhall plant to follow a very special Astra throughout its journey.

In 2012, the plant won a heavily contested contract worth around £140million to build the seventh-generation hatchback alongside the Sports Tourer estate. The money seems well spent, though, because at full throttle the factory will churn out 680 cars a day – not bad for a plant that's been open since 1964.

We're following a very specific Astra, which will be given away to one lucky reader for a year (see Page 74). Yet our first sight of the car is a bare body shell – the only thing similar to the picture in the brochure is the paint.

Before general assembly gets its hands on the car, it is pressed, welded and painted. "Then it goes through trim assembly, where the electrics, some of the softer trims and windows are placed in," explains Keith Powell, who's in charge of environmental control of substances hazardous to health and through-put.

We meet Darren Tunstall, team leader at one of the trim assembly stations. "It takes about 75 seconds for us to place the windows," he says. "The new Astra is a lot easier to build, as space has been optimised so there are fewer screws to bolt." Each window is prepared by a worker, then picked up by a robot that spreads hot glue around it and presses the window to the car's frame with the help of laser guidance.

Our Astra gets lifted away by a huge crane to the marriage section of the line, where the car's underbody – brakes, struts, exhaust and engine – are 'married' to the shell of the car. We catch up with Stephen Morris, a production operator in charge of loading the German-made engine into the bottom part of the frame.

"I've been here for 11 months, and it now takes me just 30 seconds to lift and place the

engine," he adds as we watch him work – time is of the essence, and signs display target rates and whether or not they're met. For now, everything seems to be on schedule.

What follows is the most impressive sight of the day. The crane lowers our Astra on to the platform containing the underbody. Hydraulic robots whirr, the body clunks into place and a multi-fastener arrives to tighten the bolts. The whole job takes just 40 minutes.

With the Astra back on the crane, we move to post-marriage. "This is where the car gets its bumpers, steering wheel and fluids," says Keith, as we watch the crane lower the Astra.

Whereas the previous stations were a combination of robots and manual work, post-marriage comprises manual workers only. One of them is Stuart Haselgrove, who's in charge of a team placing the front bumpers and wheel fenders on. "It's simple – just grab a handful of rivets and bolts and get drilling. The whole job takes a few seconds," Stuart says as he works.

Yet behind the simplicity there is carefully choreographed supply and demand. Parts are delivered just before assembly by an army of drivers who know exactly when to nip into the warehouse for the next batch of bumpers, batteries and steering wheels.

The crane lifts the Astra again and we follow the carefully plotted path to the section where our Astra gets its tyres and seats. Team leader

**"AT FULL THROTTLE THE FACTORY WILL CHURN OUT 680 CARS A DAY – NOT BAD FOR A PLANT THAT'S BEEN OPEN SINCE 1964"**

## PRIZE GUYS

Reporter Martin poses with the team responsible for assembling the new Astra – and one lucky reader will get to drive this very car for a year

Otis Clay



# ASTRA=MADE

Auto Express heads to Vauxhall's plant in Cheshire to watch



## WHEEL BE READY

Vauxhall team leader Stuart Haselgrove drills the wheel fenders into place as our new car takes shape

Ian Cooper tells us: "The new seats have a lot more electronics and sensors, so putting them in takes slightly longer." Not that long, though, as it takes less than 15 minutes to turn the interior into something recognisable.

We then join the Astra on the final stretch of its journey to the slat line, where the rear bumper is put on, pedals tested and final checks conducted. Quality assurance inspector Jill Brockley works around the bonnet, saying: "I check to make sure there are no anomalies in the gaps – if they're too wide they have a huge effect on the aerodynamics and wind noise."

Our Astra has to have its right headlamp adjusted to pass – but that's all. We then watch the car make a final loop around the factory and see it come to the end of the production line. We jump in, turn the key and drive off in our prize car – not a bad day's work.

**FACTORY FRESH**



# IN ENGLAND

**WIN  
THIS CAR  
FOR A YEAR**

See Page 74

a very special prize Astra being built from scratch

## DIRECT FROM THE LINE...



**DARREN  
TUNSTALL**

Team leader,  
trim assembly

"I'm in charge of maintaining the machines and the team that puts the windows on the new Astra."



**STEPHEN  
MORRIS**

Production  
operator

"Placing the engine uses muscles you didn't even know you had."



**JILL  
BROCKLEY**

QA inspector

"A gap too wide in the bonnet affects things like aerodynamics and wind noise. I make sure that doesn't happen."



**IAN COOPER**

Team leader,  
seat fitting

"With the Astra's a sales success, we're readying the factory for more orders. Production will no doubt rise."

# WIN AN ASTRA *for a year*

One reader can win  
the keys to brilliant  
hatch for 12 months

**AE** Joe Finnerty

**YOU'VE** read all about Vauxhall's new Astra, from how it's built to its extreme weight saving programme, and from what it's got to match up against to the great new tech on-board.

Now's the chance for you to find out what Vauxhall's newest model is like to live with, see how it drives and get a taste of kit like the OnStar concierge system.

We've teamed up with the British brand to put one lucky reader behind the wheel for a year.

Simply enter our competition, and you could get the keys to the SRI five-door we followed along the production line at Ellesmere Port (Page 72) for a whole 12 months. It has a 104bhp 1.0i turbo engine and emits 102g/km of CO<sub>2</sub>.

For a chance to start 2016 in style, follow the instructions opposite. Above all, good luck!



# WIN AN **ASTRA**

**"NOW YOU CAN FIND  
OUT WHAT NEWEST  
VAUXHALL IS LIKE TO  
LIVE WITH, SEE HOW  
IT DRIVES AND GET A  
TASTE OF ONSTAR"**



## HOW TO ENTER

TO be in with a shot of getting the keys to this Vauxhall Astra for a year, simply fill in your details at the address below. A winner will be selected in early 2016. Full terms and conditions are also listed at the website.

**[www.autoexpress.co.uk/astra](http://www.autoexpress.co.uk/astra)**

# THE BRIT FACT

New Astra's set to be a sales hit across Europe, but Vauxhall refined its ride and handling on some of the UK's most challenging roads



## TESTING CONDITIONS

Vauxhall-Opel's Michael Harder talks our man Carson through the test process, then takes to the wheel to put new Astra through its paces on some of Europe's toughest roads... in Wales

# OR

## HONED IN THE UK



**Sean Carson**

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**AE** HOW does a week away in picturesque North Wales sound at this time of year? Relaxing? Well, that's exactly what Vauxhall's engineers were treated to this time last year – but this wasn't a holiday.

At the end of 2014, Michael Harder, Vauxhall-Opel's engineering supervisor, vehicle dynamics, and his team decamped to Wales with a small fleet of Astras – as well as a Ford Focus and a Volkswagen Golf – to put the finishing touches to the new car's chassis set-up. They were able to tweak the steering and suspension settings by testing them on some of the most challenging tarmac in Europe.

"That's why we come to Britain," Harder says with a wry smile. "Your roads are so bad." The German is only half-joking, and goes into greater detail about what he means.

"British roads are so unique because most corners don't have a constant radius to the curves," he adds. "There are so many crests, blind bends, bumps and undulations that you need inherent safety on these roads. Which is why we come here to develop the chassis."

Unlike on the previous-shape Astra, though, there are no UK-specific settings for this seventh-generation car. Instead, Harder believes if you get the ride and handling balance right on these roads, it will work anywhere. So we venture out on to the twisting B4501 and into the clinging Welsh mist to find out just what he's on about.

This Astra is a massive leap forward for Vauxhall in terms of agility and comfort, but the improvements stem from the car's weight loss (see Page 82) – and you can feel that the moment you point the Astra towards a corner.

With a weight saving of up to 200kg over its predecessor, the lighter car feels more nimble, with noticeably quicker steering. "It's something we wanted to tune, so that you can feel every input in the steering wheel," says Harder. But there's plenty of stability to rely on, too, helped by stiffening up the back end.

### COMPOSED

There are more technical innovations under the skin at the front, too. But how exactly do these developments feel from behind the wheel? Threading our way through the countryside, over moorland roads with difficult dips and cambers, you feel bumps in the Astra, but they're softened nicely. The car flows with the road and is calmer and more composed compared to its predecessor.

"The main thing we're looking for is body control – not in a sporty, choppy way, but you need just the right amount of body control to keep the fluid feeling. This new car being lighter has really helped us," says Harder.

You don't need to be a racing driver to feel it working, either. Harder's team put together a focus group that ranged from everyday drivers to experts behind the wheel, and asked each group to test different set-ups. The result? Everyone liked the same settings for the same reasons.

Feel is vitally important. In fact, throughout the whole process in Wales, not one computer was hooked up to a car to take any readings or measurements – it was all done on sensations and feedback from engineers on the road.

Spending a day with Harder really sheds light on how far Vauxhall has gone in developing its all-new Astra, and the big improvement was born on British roads.

In fact, with the weight saving allowing Vauxhall to do more with the car's ride and handling, the Astra is a template for the future of the manufacturer's line-up.

Harder sums it up nicely when he concludes: "We might not save as much weight on every car we make in the future, but we can learn big lessons from the Astra and the clever development processes."



**"THERE ARE SO MANY CRESTS, BLIND BENDS, BUMPS AND UNDULATIONS THAT YOU NEED INHERENT SAFETY ON THESE ROADS"**



## MK1 GTE

**Produced: 1983-1985 Price new: £6,999**

**Engine: 1.8-litre 8v 0-60mph: 8.5 secs**

THIS is where the story of the fast Astra begins. The GTE of 1983 finally gave Vauxhall an answer to the Volkswagen Golf GTI, and propelled the British brand into the mad, testosterone-filled hot hatch melee of the early eighties – a decade that the Mk2 GTE would see out.

Vauxhall took the standard three-door Astra and kitted it out with colour-keyed bumpers, natty-looking alloys, blistered arches, front and back splitters, a black-painted rear window surround and a pair of Recaro sports seats.

Under the very humdrum bonnet lies a 1.8-litre overhead-cam engine

from the Cavalier SRI pushing out 115bhp – measly compared with today's Astra VXR – with peak torque of 149Nm at 4,800rpm. It allowed the boxy GTE to do 0-60mph in 8.5 seconds and go on to a top speed of 115mph.

Get behind the wheel and it's an old-school driving experience, with heavy, unassisted steering, a raspy engine and a tuneful exhaust note.



## MK2 GTE

**Produced: 1985-1991 Price new: £7,344**

**Engines: 1.8 8v, 2.0 8v, 2.0 16v 0-62mph: 8.0 secs**

BY the time the Mk1 GTE handed over the Vauxhall performance baton to the more teardrop-shaped Mk2 in 1985, the hot hatch market had changed – and grown. Now, along with the VW Golf GTI Mk2 and Peugeot 205 GTi, there were hot MGs, Lancias and various Fords such as the Escort XR3i and RS Turbo.

Vauxhall initially launched the GTE with 115bhp, but with the sector refusing to stand still it then offered a 130bhp 2.0-litre 8v engine. The cream of the crop came in 1988, though. The GTE 16v (right) stormed in with 150bhp and improved handling. It had 25mm-lower suspension than the regular 8v GTE, a wider rear

track, bespoke dampers and thick anti-roll bars front and rear.

That engine made the GTE 16v more powerful than most rivals, and considerably more refined. It was also very quick – it weighed just over a tonne, its 0-62mph sprint took around 7.5 seconds and it could top 135mph. There was a cool digital dash to match the butch exterior looks, too.





# Over 30 years of **FASTASTRAS**

It's the line of fire... Vauxhall's Astra has been at the forefront of the hot hatch market for over three decades. We look at its performance back catalogue

## **MK3 GSi**

**Produced:** 1991-1994 **Price new:** £15,320

**Engine:** 2.0-litre 16v 0-62mph: 8.0 secs

THE hot hatch bloodbath burst in the nineties. Soaring insurance premiums and high theft rates gave these potent cars a bad reputation, so the new performance hatches were all about refinement and safety.

The Mk3 GSi may well have traded in some of the lairy performance associated with its predecessor, but it still packed an impressive arsenal. A 2.0-litre, four-cylinder engine gave 148bhp, a 0-62mph sprint time of 8.0 seconds and a 137mph top speed.

It pinched not only the Cavalier's engine, but also a similar subframe carrying the front MacPherson strut set-up. It all helped the

Astra Mk3 be more refined and quieter at speed than ever – and considerably safer in a crash. There was also standard-fit traction control.

Depending on your point of view, the exterior was less 'loud', too, with the Mk3 heralding the days of the quiet and unassuming hot hatch so typical of the nineties. That said, the hallmarks were there – chunky bumpers, five-spoke alloy wheels and a rear spoiler.



## **MK4 ASTRA COUPÉ 888**

**Produced:** 2001 **Price new:** £20,995

**Engine:** 2.0-litre turbo 0-60mph: 7.0 secs

FOR fans of hot Vauxhalls at the turn of the 21st century, there were two types of fast Astra. The GSi 2.0 Turbo three-door was the natural choice, but the new millennium brought another, more interesting alternative: the Astra Coupé.

Designed by the Italian styling house Bertone, the Coupé was 15mm longer than the regular Astra and had 2mm lowered and stiffened suspension. Vauxhall's British Touring Car Championship (BTCC) team run by Triple Eight Engineering (888) campaigned the Astra Coupé from 2001-04, and won every year. To celebrate the maiden victory, Vauxhall

created a special edition (limited to 100), but it got more than just badges.

Fresh from taking the 2001 crown, 888 added Eibach springs and dampers, plus 17-inch OZ Racing alloy wheels, but left the potent 187bhp 2.0-litre turbo alone. A boy racer-themed cabin had blue Alcantara-clad Sparco bucket seats, 888-embossed aluminium trim for the gearknob and pedals, and a blue-painted centre console.





## **MK5 VXR NÜRBURGRING** Produced: 2008

Price new: £21,690 Engine: 2.0-litre turbo 0-60mph: 6.2 secs

VAUXHALL did the unthinkable in 2008 – it made the already-bonkers Astra VXR even faster. The ‘standard’ model arrived in 2005 and was a return to form for the company. Just like the classic Mk1 and Mk2 GTE Astras of the eighties, the 237bhp VXR went head-to-head with the VW Golf GTI and Ford Focus ST – beating them in a number of areas.

Three years later, Vauxhall turned up the dial to 11. Named after the fearsome track in Germany, the VXR Nürburgring added white paint, carbon fibre trim and a Remus exhaust. The system didn’t add any extra power, but sounded great. Only 835 cars were made.



## **ASTRA SPORT HATCH BTCC**

Produced: 2005-2006 Engine: 2.0-litre

VAUXHALL celebrated 25 years of British Touring Car Championship (BTCC) competition in 2015. The brand was a mainstay of the series, having competed as a works team from 1989 (with the Astra GTE) to 2009 (with the Vectra), before being independently represented since.

But while fast Vauxhall fans cherish John Cleland’s Cavalier, the Astra’s been the most successful car – due in no small part to the Astra Coupé dominating the series from 2001-04. The 888-run Astra Sport Hatch took over in 2005, with this car campaigned by Fabrizio Giovanardi in 2006.



**“VAUXHALL  
CELEBRATED 25  
YEARS OF BTCC  
SUCCESS IN 2015”**





## TOP GEAR **ASTRA** Produced: 2013-2015

Price new: £17,345 Engine: 1.6-litre 16v 0-60mph: 10.9 secs

SUNDAY 30 June 2013 was an important day for fans of fast Astras, as the Mk6 became only the fourth – and last – Reasonably Priced Car on BBC TV show Top Gear. And musicians Brian Johnson, Mike Rutherford and Joss Stone, actors Charles Dance and Warwick Davis, comedian Jimmy Carr, TV presenter Rachel Riley and boxer David Haye soon discovered it was the quickest Reasonably Priced Car to attack the Top Gear test track.

The Astra that was hurled around the old airbase circuit was a fairly basic 1.6-litre Tech Line, complete with DAB, Bluetooth and sat-nav. The only Top Gear modifications were a sturdy roll-over cage and two racing seats with four-point harnesses.

Why did Vauxhall do it? An estimated 350 million viewers around the world, in 170 countries, got to see that the Astra was well made, built to last, quick and fun to drive – PR exposure worth a fortune.



**"ASTRA WAS SHOWN  
TO BE WELL MADE,  
BUILT TO LAST, QUICK  
AND FUN – EXPOSURE  
WORTH A FORTUNE"**

## MK6 **VXR** Produced: 2012 to date

Price new: £28,300 Engine: 2.0-litre turbo 0-60mph: 5.9 secs

THE fast Astra story has been brought right up to date with the VXR – the fastest roadgoing version ever. It's based on the GTC Coupé, but has had a total overhaul. It was developed at the Nürburgring, and engineers have added clever HiPerStrut front suspension, a limited-slip diff and Watts link semi-independent rear suspension.

We awarded the VXR a full five-star rating on our first drive in 2012, explaining: "It's incredibly fast, but its sophisticated chassis finally makes all that power usable. If you want a head-turning hot hatch that promises real driving thrills, this is it."



**"THE ASTRA IS AS TOUGH AS OLD  
BOOTS. I'VE USED OTHER MAKES BUT  
THEY ALWAYS SUFFER SOME  
SORT OF BREAKDOWN"**

**ROB WILSON** Driver coach

# **MENTOR TO THE STARS**

We meet the man  
who's used an Astra  
to teach some of  
motorsport's top  
names how to  
boost their skills



**James Disdale**  
james\_disdale@dennis.co.uk

**AE** WHEN Formula One drivers need to sharpen their skills, you'd imagine they'd take to some sun-drenched race circuit in a stripped-out sports car. Yet the reality is rather different, because these superstars of motorsport actually climb behind the wheel of a Vauxhall Astra at a windswept Bruntingthorpe Proving Ground in rural Leicestershire.

These choices might seem strange to some, but to driver coaching guru Rob Wilson, both are perfect.

"The Astra is as tough as old boots," claims Wilson, who is the go-to guy for teams looking to get the most out of their drivers. "I currently use a GTC coupé and a Sport Tourer diesel, and both have probably done the equivalent of a Le Mans 24 Hours each, yet all I've ever had to replace are tyres and brakes pads – we often get the discs glowing red hot. All the drivers like the car, too. I've used other makes, but they usually suffer some sort of breakdown. And at Bruntingthorpe, there's enough space to mark out all sorts of corners."

New Zealand-born Wilson came to the UK in 1972 to race in Formula Ford. He quickly rose through the single-seater ranks but, like many promising young racers, he was held back by a lack of cash. Formula One teams came calling, but they all wanted money.

He switched his focus to sports and touring cars, while also starting a sideline in driver coaching. Over the course of three decades his reputation grew, with the result that he now tutors 12 drivers on the current F1 grid, including Valtteri Bottas, Nico Hulkenberg and Kimi Raikkonen. Also on his books are 16 GP2 racers and a number of World Rally Championship aces. What makes this roster of talent even more impressive is that Wilson doesn't advertise – he doesn't have a website and his phone number is only known by a select few. So what's the secret of his success?

To find out, we joined Rob for a morning on the track, and took along the new Astra for him to cast his eye over.

Even if you've spent lots of time pounding around race circuits, Wilson's techniques will come as a bit of shock. Rather than teaching the perfect line through a corner, the Kiwi ace is more concerned with the physics of the car. He explains how weight transfer affects handling, and how you can use this to lap faster. He also stresses the need to "shorten the corner" by getting the car as straight as possible as soon as possible – the more settled it is exiting a corner, the faster it accelerates down the straight. He also wants drivers and their engineers to feel subtle changes that don't always show up in telemetry.

Wilson takes the wheel first, and he's immediately impressed with the new Astra. Our lap takes in fast sweeps, quick kinks and sharp hairpins, and the Vauxhall flies round in one minute 58 seconds. "That's around three seconds faster than the old car with same engine," he exclaims.

It's breathtaking stuff from the passenger seat. Wilson is fast and aggressive, yet there's an underlying smoothness to his approach and the car simply bends to his will.

After a couple of laps we swap seats, and it's soon apparent I'm going to have to unlearn years of more traditional circuit techniques. It's like a badminton player being asked to step in for a game of tennis – both games require hitting an object with a racquet, but the skills are very different. It's a lot to take in, but soon the times start tumbling. In our short time together we get a glimpse of the obsessive attention to driving details that makes the fastest drivers on the planet even faster. And how the Astra plays a crucial part in the process.



## RACING LINES

After a Rob Wilson masterclass in new car – in which he lapped three seconds faster than in the old car – our man James gets behind the wheel for a tutorial of his own.

## LIGHT TOUCH

Wilson gently guides our man during the early laps as James has to unlearn years of track techniques – but soon the lap times are tumbling.



Pete Gibson



**"ROB TUTORS 12 DRIVERS ON THE CURRENT F1 GRID, 16 GP2 RACERS AND A NUMBER OF WRC ACES"**



# THE ASTRA DIET

We look at the strict weight loss regime that's helped Vauxhall strip up to 200kg from new car

## **-77kg** BODYWORK

THE new Astra looks slimmed down compared to its predecessor, and that comes from the smaller bodyshell. The main structure has the biggest weight loss of any part – it's slashed by a huge 77kg. New processes have helped, too, so the unpainted body structure is over 20 per cent lighter, down from 357kg to 280kg. The design is based on the Monza Concept seen at the Frankfurt Motor Show back in 2013.



## **-10kg** ENGINE BLOCK

VAUXHALL'S new 1.4-litre ECOTEC Direct Injection Turbo makes its debut under the bonnet of the new Astra, and weighs much less than other similar engines. The aluminium block alone is 10kg lighter than the cast-iron block of its predecessor. More efficient engines and the lower overall weight mean the Mk7 hatch is capable of emitting only 88g/km of CO<sub>2</sub>.



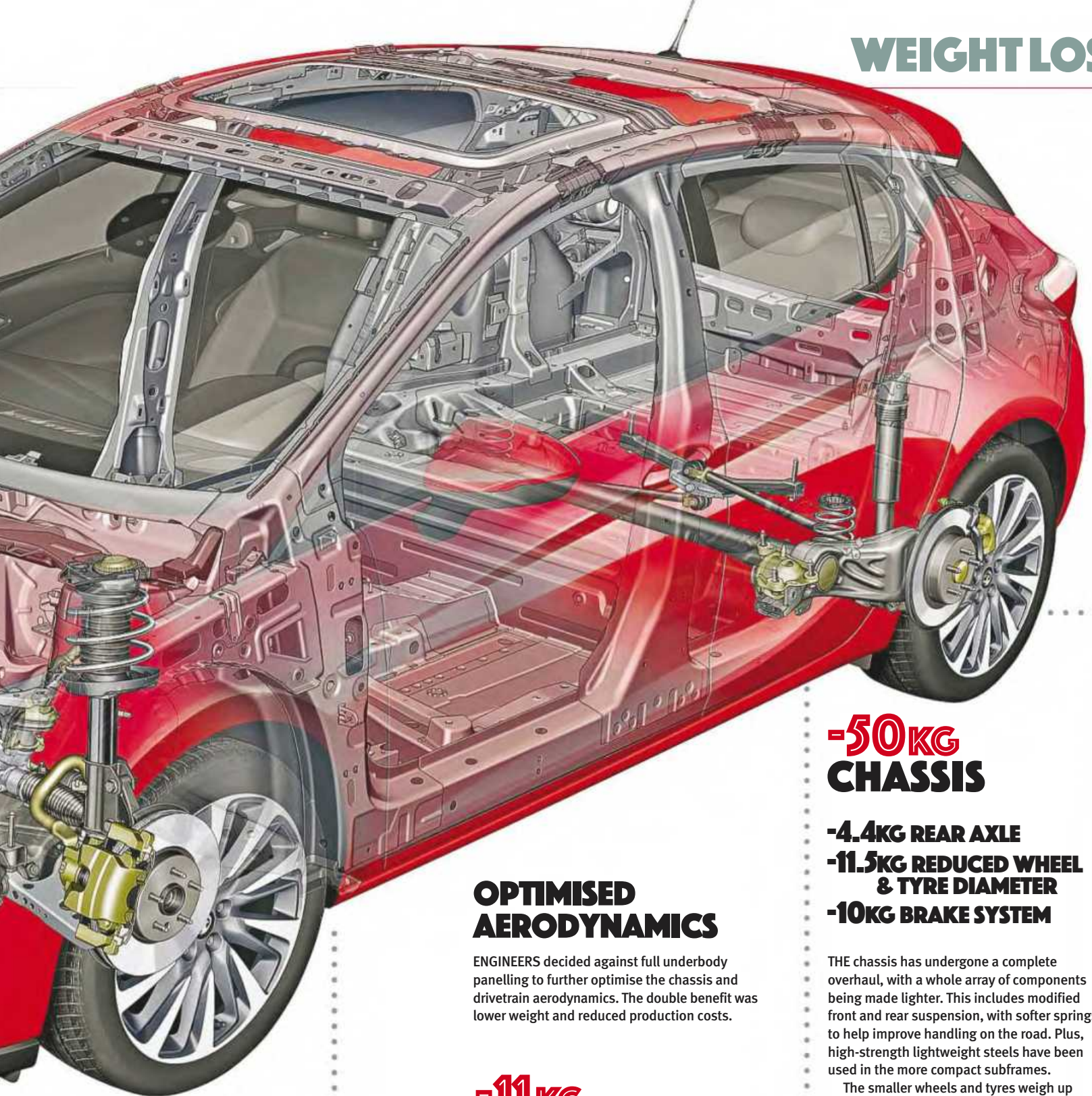
## **-10kg** SEAT STRUCTURES

A DEVELOPMENT team spent five years designing the new compact seats, providing more space and weight-saving features than ever before while still ensuring comfort. Lighter polyurethane foams have been used in construction, and ultra-high-strength steels are built in under the robust upholstery to strip back weight. All the work means the new Astra's front and rear seats are a total of 10kg lighter than those in the previous version.

## REDUCED DIMENSIONS AND OVERHANGS

THE new Astra is nearly 5cm shorter than its predecessor, at 4.37 metres long. It's also 1.48 metres tall and 1.81 metres wide, which is 2.5cm lower and 0.5cm narrower than the previous generation.





## **-50KG** **CHASSIS**

- 4.4KG REAR AXLE**
- 11.5KG REDUCED WHEEL & TYRE DIAMETER**
- 10KG BRAKE SYSTEM**

## **OPTIMISED AERODYNAMICS**

ENGINEERS decided against full underbody panelling to further optimise the chassis and drivetrain aerodynamics. The double benefit was lower weight and reduced production costs.

THE chassis has undergone a complete overhaul, with a whole array of components being made lighter. This includes modified front and rear suspension, with softer springs to help improve handling on the road. Plus, high-strength lightweight steels have been used in the more compact subframes.

The smaller wheels and tyres weigh up to 11.5kg less, too. The same is true for the brakes; because the Astra is so much lighter than before, the system has less mass to decelerate, so a more compact design weighing 10kg less was possible. And all while it delivers even better braking performance than its predecessor.

## **-11KG** **ELECTRONICS**

AS we've seen on Page 70, the new Astra is full of tech, like OnStar and matrix-beam headlights. Yet this hasn't stopped designers slashing weight. While fully loaded top-spec cars will weigh more, they're still at least 120kg lighter than before.

## **-10KG** **TRANSMISSION**

THE entire transmission set-up, including clutch, flywheel and gearbox, has been redesigned to be as compact as possible. And because the whole car weighs less than before, the ultra-modern transmission has less work to do.

## **-4.5KG** **EXHAUST SYSTEM**

THE smallest saving has been made in the exhaust system, but this is still impressive as it's already a lightweight set-up. The new exhaust weighs up to 25 per cent less than in past models, saving around 4.5kg overall.





# GENERATION GAME



**Dean Gibson**  
Dean\_Gibson@dennis.co.uk

**AE** THE all-new Astra's mix of technology, weight-saving and driver involvement marks a new dawn for Vauxhall's family car. But back in 1980, the launch of the original Astra was arguably even more significant.

At the time, the brand was struggling to maintain its position as a front-runner in the sales charts. Ageing models such as the Viva and Chevette were being shown the way by a new wave of rival hatchbacks that offered more practicality and family friendly features, and Vauxhall was in desperate need of a front-wheel-drive hatch to compete. Thankfully, sister company Opel had launched the Kadett 12 months earlier, so Vauxhall added a Griffin badge to the nose – as it had done with the larger Cavalier – and called it the Astra.

Line them up side-by-side, and the seventh-generation model towers over the Mk1, even though it's smaller than the Mk6 it's just replaced. There's a stark contrast in their design, too, with the first generation almost entirely made up of geometric shapes and straight edges. The black bumpers, rubbing strips and smattering of chrome trim

are all very much of their time, while the solitary driver's side wing mirror signifies that the car in our pictures is a lower-spec 1300 L.

The spartan spec continues inside, where you'll find a two-spoke steering wheel ahead of the upright dash. This shows the bare minimum of information, with a speedometer, fuel and water temperature gauges, while the 'luxuries' start and end with the rudimentary heater and a radio that in its day received only medium and long-wave stations – this model doesn't even have a cassette player. In contrast, even the entry-level version of the latest Astra is sumptuous, while climate and cruise control, and a trip computer, had barely been introduced on even the most luxurious limos of the early eighties.

And then there's the safety kit. With six airbags and a host of electronic driver aids, including lane assist and city braking, the new Astra is miles ahead of the old car, which makes do with three-point belts and head restraints

Over 30 years separate first and latest Astras. We hit road to compare them

for the front seats only. Those chairs are pretty soft, and the carpet-style upholstery is extremely retro compared to the smart trim in the latest model.

Yet at the time the Astra was a class leader, thanks to its front-wheel-drive layout, spacious cabin and powerful overhead-cam engines. Driven today it feels outdated, but there's a great view out thanks to the slender window pillars, while the 1.3-litre motor's rasping exhaust eggs you on. Unassisted steering and wooden brakes mean you must plan each manoeuvre well in advance, but with no electronic assistance you feel every bit of the road underneath you.

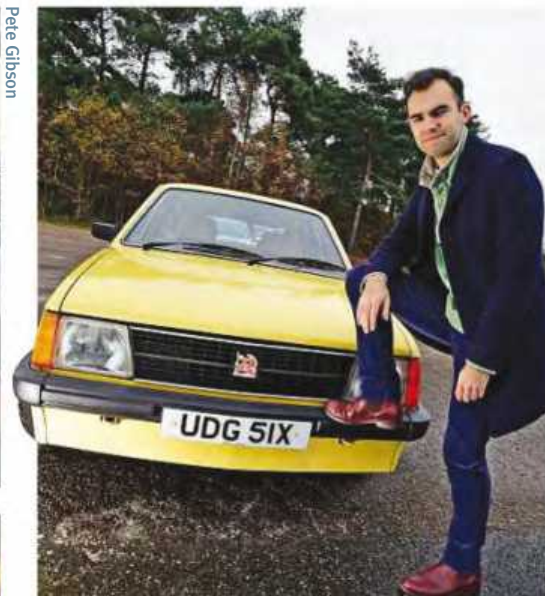
The suspension is a little saggy – as you'd expect after 30-plus years – but driving the old Astra gives a great insight into how far the model has come over the years. In contrast, the current version starts without fuss, is easy to drive at any speed and has every mod-con you could desire. Yet both are great examples of the brand's 35-year commitment to delivering class-leading compact family hatches.

## ON THE ROAD

You feel every bump in the surface in Mk1 Astra, and unassisted steering is hard work; latest car is a breeze to drive in comparison



Pete Gibson



## TESTERS' NOTES

James Batchelor News editor

"I HAD to adopt my best William Woollard impression to drive the Astra Mk1, because – as with television's Top Gear programme – this Vauxhall has changed beyond all recognition in 35 years. While the new car, and a few generations before it, has carved out its own unique style, I was struck by how bland the original was. In the nicest possible way, its square body painted in beige-cum-gold resembled something one of the Japanese brands would have produced at the time. Still, it shows how cars have moved on."



## BASIC

Heater and radio were the only luxuries inside Mk1, while there are no seatbelts in rear; 1.3-litre engine looks just as dated



**"DRIVING THE ORIGINAL ASTRA HEAD-TO-HEAD WITH THE LATEST CAR GIVES A GREAT INSIGHT INTO HOW FAR IT HAS COME OVER THE YEARS"**

**"ENGINE'S RASPING EXHAUST EGGS YOU ON IN MK1, BUT YOU HAVE TO PLAN EACH MANOEUVRE IN ADVANCE"**



# 2,200 ASTRAS SOLD ...AND COUNTING!

We meet the super-salesman who's devoted 32 years of his life to selling Britain's favourite hatch



**Graham Hope**  
Graham\_Hope@dennis.co.uk

**AE** IT'S doubtful there's anyone in Britain who has quite as much hands-on experience with the Astra as sales manager Simon Railton. In a career that has spanned 32 years to date, Simon has sold all seven versions of the huge-selling hatchback, and so is uniquely positioned to volunteer an opinion on the current model.

"It's evolved hugely," he says. "It's a long way from the car we were selling 30 years ago – it's totally different now."

And there can be no doubting Simon's expert opinion, as he reckons he's averaged six Astra sales a month since starting out as a trainee at the now closed Boleyn Vauxhall and Opel dealer in Plaistow, east London, back in 1983.

"Add them all up over 32 years and that works out at more than 2,200 Astras," he smiles. "That's a lot of cars..."

Simon's career has developed as impressively as the car itself, and after spells at two different dealers in Chelmsford, Essex, he's spent the past 12 years working at Tony Le Voi at West Thurrock, also in Essex, where he's now sales manager.

Ask him which is the best Astra he's sold, and the answer is instantaneous. "The new one, definitely," he says. "All the tech really marks it out. OnStar in particular is fantastic. It's head and shoulders above the competition."

## Harder

But doesn't having to learn all the features of Vauxhall's concierge and connectivity system make the salesman's job much harder than it used to be in the old days? "Not at all," he continues. "You simply tailor the benefits to the customer. And to be honest, it's such a unique system that it appeals to everyone, which makes things easy."

In fact, Simon is generally enthusiastic about how the whole technique of selling has progressed during his three decades in the trade – and he argues the advent of the Internet has been beneficial for everyone. "When I started selling, people came to the showroom," he recalls. "Now it's a more transparent process – we call it consultative selling. "At every step, the customer knows what stage they are at and what the next step is. It enhances things greatly. And of course, customers are now very knowledgeable about the car when they come to the showroom. They have researched thoroughly on their tablet in the comfort of their front room."

This interaction with the public is a highlight of the role for Simon, and one of the reasons he is still going strong after such a long and successful career. And selling Vauxhalls – Astras in particular – has added to his enjoyment of the job.

"You come in each day not knowing who you're going to meet, and that is particularly true of the Astra," he says. "There isn't really a typical customer: it appeals to families, singles, young and old. And the new car will take that further, with customers who've previously considered high-end cars now prepared to have a look as they can see the quality."

Of course, Simon's Essex base is in Ford heartland: Vauxhall's big rival has its HQ in Brentwood, a technical centre in Dunton and an engine plant in Dagenham. But he claims his proximity to 'enemy territory' has never hindered



**SIMON RAILTON**  
Super-salesman Simon lines up his favourite Astra, a Mk1 GTE, with "fantastic" Mk7 in job he loves





**LEGEND**  
Finished in white, GTE is "stunning" according to our Astra expert. But he's also full of praise for OnStar service in new model

**"THERE ISN'T A TYPICAL ASTRA CUSTOMER: IT APPEALS TO FAMILIES, SINGLES, YOUNG AND OLD"**

sales, saying: "It's not a problem at all – quite the opposite. We've sold a lot of Vauxhalls to people entitled to Fords."

And he's had a few brushes with celebrity over the years. "Geoff Hurst and Martin Peters [football World Cup winners with England in 1966] were regular visitors to the dealer in Plaistow," he tells us. "And of course they love bling in Essex – we had Amy Childs from The Only Way Is Essex in here earlier this year buying for her business."

But as with most car salesmen, Simon's real motivator is a love of the vehicles – so despite his enthusiasm for the new car, he doesn't hesitate when asked to name his favourite Astra, saying: "Some of the old GSi and GTE cars were great. The Mk1 GTE was a classic – in white, it was stunning."

And with a new version of the GSi in the pipeline – as we reported in Issue 1,380 – it won't be long before this super-salesman is adding to his record-breaking figures by tempting a new generation of hot hatch fans to part with their cash.

# ASTRA IN NUMBERS

We run down the most important facts and figures in Astra's 35-year history

**1.1MILLION**

Number of Astras on UK roads today

**125MPH**

Average speed of 24-hour diesel world record set in 2013

**876**

Registrations in March 1980, the Astra's first month on sale

**42**

The number of police constabularies in Britain that use the Vauxhall Astra as a panda car. One-in-five beat bobby cars in UK are Astras, and all are built by Vauxhall's specialist vehicle division in Millbrook, Bedfordshire

**57**

In its lifetime there have been at least 57 trim level names for the Astra, with more special editions adding to that. Everything from geography (such as Arctic and Arizona) to emotions (like Excite, Expression and Enjoy) has been covered

**3MILLION**

The total number of Astras sold in the UK since its introduction 35 years ago. That makes it the third best-selling car ever in Britain – and is also nearly twice as much as the original Mini sold in its 41-year lifespan

**78%**

Percentage of Astra owners who are married

**899MILES**

Range of new Astra 1.6 CDTi 110PS ecoFLEX

**£15,295**

Starting price of new Astra (Design 1.4i 100PS)

**1,826**

Number of people currently working at Ellesmere Port

**1980**

The year the Astra was introduced in the UK

**1**

Number of days it takes to build an Astra

**6%**

Percentage UK market share of the Astra in its best selling year (1993)

**88**

Figure in g/km of the most economical Astra ever (1.6 CDTi 110PS ecoFLEX)

**14,322**

Astra Convertible sales between 2001 and 2006

**680CARS**

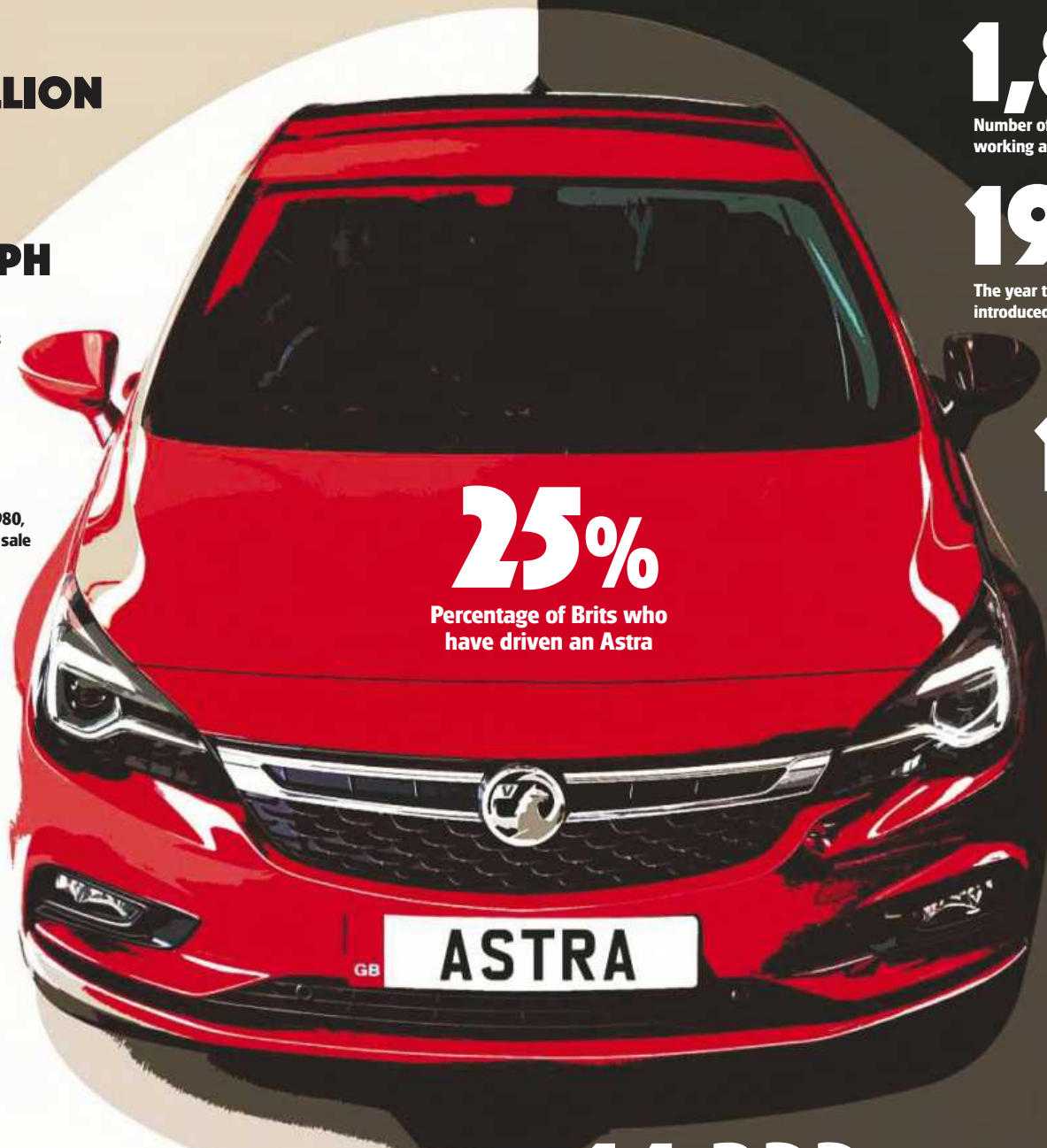
Built at Ellesmere Port every day

**25,257**

Registrations in August 1989, the best month ever for Astra sales

**150MILLION**

Total investment in pounds Vauxhall is making in Ellesmere Port, as a result of the seventh-generation Astra being produced there. The move secures 2,000 jobs until at least 2020

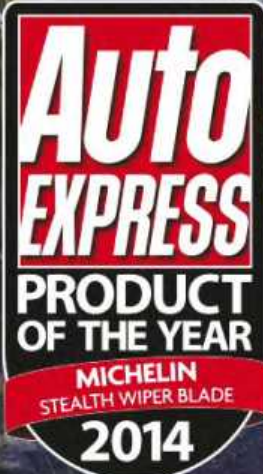


**25%**

Percentage of Brits who have driven an Astra

# GET A CLEAR VIEW OF THE ROAD AHEAD

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# REVIEW OF THE YEAR 2015

Our unmissable look back at the news, drives, tests and features that shaped a memorable motoring year



## FEATURES



**Graham Hope**  
Graham\_Hope@dennis.co.uk

**AE** WHAT a 12 months it's been for the car industry. An array of dazzling new models, record sales and a scandal that dominated the headlines for months have combined to make it one of the most memorable motoring years for some time.

Over the next 28 pages, we reflect on the cars that helped define 2015, plus cast our eyes back on some of the most compelling stories that graced the pages of your favourite weekly car magazine. Sit back and relive a rollercoaster year with us...



## DRIVES



## NEWS



## ROAD TESTS



## NEW CARS



## NEWS Ford wows Detroit as wraps come off stunning ST

**AE** THE year began in dramatic style at the Detroit Motor Show, with the surprise debut of the Ford GT supercar. Rumours had suggested it might make an appearance, but nothing was confirmed beforehand – so when the covers were pulled off, it took the world's breath away.

Details were thin on the ground at the show, but we know that the mid-mounted 3.5-litre twin-turbo V6 EcoBoost engine is paired with a seven-speed dual-clutch automatic gearbox. The body mixes classic GT40 styling with cues from the previous GT of 2005, and with it being made primarily of carbon fibre, Ford promised "one of the best power-to-weight ratios of any production car". A price tag still hasn't been revealed, but Ford hinted it would be around £250,000. Only a handful will make their way to the UK, and more than 100 potential buyers have already expressed interest.

### BIG HIT

Beautifully styled Ford GT stole the show at Detroit, and is on its way to the UK



# JANUARY

## 19,000

### CYCLIST INJURIES

Cyclists killed or injured on UK roads each year, prompting Jaguar Land Rover to develop new BikeSense safety system on vehicles.

## TESTS Passat too good for Mazda and Ford

THE dependable Passat has been a mainstay of the VW line-up for more than four decades, so expectations were high for the latest model.

Sleek design, an upmarket interior and excellent refinement give it a real premium feel, while composed handling and a punchy diesel engine mean it's good to drive. It couldn't quite match the Mazda 6 for fun, but the Passat's broad spread of abilities made it a worthy winner. Ford's Mondeo finished a distant third.



## NEWS Squirrels make a





## NEWS Autonomous Merc lights up CES show in Vegas

**AA** ALONG with the Detroit Motor Show, January also saw the Consumer Electronics Show in Las Vegas taking place.

Among the smartphones and TVs, Mercedes exhibited its own vision of a self-driving future. The 'F 015 Luxury in Motion' concept was shown, revealing a vast lounge-like interior with four rotating chairs that can face each other.

At over five metres long and two metres wide, the car is a similar size to a long-wheelbase Mercedes S-Class, but the tear-shaped body provides much more interior room.

The car will eventually be able to drive itself autonomously, but if the driver turns their seat to face the front, the steering column automatically appears allowing the driver to take control of the vehicle. LED lighting on the outside glows white if the car is being driven, or blue if it's driving itself.

### SHOW STAR

Merc's F 015 Luxury in Motion previewed the prospect of an autonomous production car



## NEWS Fuel prices hit record five-year low

PETROL prices hit a five-year low with one station in Birmingham even dipping below £1 a litre.

This meant drivers were an estimated £330million better off each month than in summer 2014. But Prime Minister David Cameron came under fire for not doing more to help motorists with 70p of every £1 spent on fuel destined for Whitehall coffers.



## NEWS Bentley SUV is called Bentayga

THE world finally learned the name Bentley was giving its luxury SUV in January, and it was Bentayga.

It is derived from a mountain on Gran Canaria in Spain, but the name – like the car itself – wasn't received with universal praise. Bentley's sales and marketing director Kevin Rose insisted: "Live with it like we have, and it fits the car really well."



## NEWS Alfa drop-top rings the changes

THE Detroit show also brought the convertible version of Alfa Romeo's 4C – the Spider. Keeping as close to the original formula as possible, the simple pop-on fabric roof means it only carries a 10kg weight penalty over the coupé.

The coupé's divisive headlamp clusters were also replaced with simpler units, and Alfa saw fit to release a whole host of interior upgrades.

# 436

### PETS LOCKED IN CARS

The number of children and pets locked in cars by forgetful owners in 2014, as revealed by AA call out figures.

# 4,570,000

### ROAD SIGNS IN BRITAIN

Amount of road signs in the UK as we looked back on 50 years since the first pictogram signs were introduced. An average of 10,000 a year are added.

## meal of Toyota

A HUNGRY squirrel hit the headlines after we revealed that the furry fiend had eaten a reader's Toyota Aygo.

Tony Steeles, from Croydon, Surrey, got in touch over concerns squirrels were attacking the car because Toyota uses plant-based plastics. He said: "The aerial's been chewed off twice, the oxygen sensor's been damaged and various rubber-like trim parts have been damaged." Toyota told us it would investigate if improvements could be made to "deter rodents".

## NEWS MG unwraps SUV contender

CHINESE-owned MG revealed its SUV in January – a family crossover named GS. The car has already been launched in China, but will arrive in 2016 and could be assembled at MG's Longbridge plant, just like the MG3 supermini and MG6 hatchback.

The GS uses a brand new platform and is available in China with a 2.0-litre turbocharged petrol engine. In the UK, the GS is more likely to be offered with the MG6's 1.9 diesel engine, and likely to be priced to sell – so expect a starting price of around £16,000.





## DRIVES Mazda nails it again with all-new MX-5

**AE** FEBRUARY had barely begun, but that didn't stop us trying out one of the most eagerly anticipated cars of the year – the all-new Mazda MX-5. It bucks the trend of cars growing larger as they age by being smaller than its predecessor – 10mm lower, with 15mm trimmed off the wheelbase and 45mm from

the overhangs. It's bigger inside than the slightly cramped previous model, although it's a stretch to say it's roomy. We were most impressed by how the MX-5 drives. Mazda resisted the temptation to fit rock-hard suspension and wide tyres, so the result is fun at accessible speeds rather than a focus on all-out pace. The engines

buck convention as well – both the 1.5 and 2.0-litre models are naturally aspirated, so there's no turbo lag. But the best part is the sharp and direct handling. The updated interior impresses, too, with elements from the rest of the Mazda range. We came to the conclusion that if boot space isn't a priority, you could live with it every day.



# FEBRUARY 436

### CARS CAUGHT BY 'SPY'

Vehicles stopped by police during a pilot scheme using a secret unmarked lorry to spy into cars from up high.

## FEATURES Ex-cops give us a driving lesson

AUTO Express visited former Chief Inspector Nigel Walsh and Sergeant Alex Kitchener to take their XCOPS driving course. Only retired police officers can be instructors and it offers lessons for learners plus mock tests for those wanting to see if they'd pass today. There's a promise that XCOPS will pay for a second test if the learner fails their first, too. Columnist Mike Rutherford went along and picked up a number of useful tips.



## TESTS Fabia edges i20 in



**MX-FACTOR**  
Latest version of Mazda roadster proved superb to drive, with particularly agile handling

## NEWS Wraps off Renault's new Qashqai-based Kadjar

**AE** WITH the huge success of family crossovers, Renault confirmed it would be dipping into this market with the Kadjar. Based on the Qashqai, it's a very similar car, but Renault's distinctive styling marks it out. The French firm's last effort in this sector was the disappointing Koleos, so the Kadjar represents a fresh start on a proven platform.

Both the outside and inside of the car were revealed, with the interior showing clear influences from the Qashqai, but with Renault's own R-Link infotainment system in place. A choice of front and switchable all-wheel-drive powertrains was confirmed, too, with engines shared with its Nissan sister car.

Renault predicted that when the Kadjar went on sale in the autumn it would quickly become one of the brand's best-sellers, not only tempting people who would have considered a Qashqai but providing a larger solution for those upgrading from a Mégane.

**FAMILY STAR**  
Kadjar borrowed heavily from its sister car, Nissan's Qashqai, and became an SUV star in own right



Poblete

## NEWS Secret's out on Fiat's roadster

AUTO Express was first to break the news that Fiat was looking to its heritage for its new Mazda MX-5-based sports car.

We announced that the Italian firm would call its new two-seater 124 Spider, a name that was last used in the eighties. Insider sources confirmed that the model would feature more retro styling than the MX-5, as well as Fiat's 1.4-litre 'MultiAir' turbo petrol.



## NEWS Early taste of storming Focus RS

WE were granted early access to the latest fast Ford ahead of its debut at the Geneva Motor Show.

Ford confirmed it was powered by a 2.3-litre EcoBoost engine shared with the Mustang, paired with a sophisticated four-wheel-drive system. Later on in the year the company announced the RS would worry the Audi RS3 with 345bhp, but would be priced at just £28,940.



# 146mph

**HIGHEST SPEEDERS NAMED**

The highest speed recorded by cameras in England and Wales along the M25 in Kent. One motorist was caught doing 128mph in a 30mph zone, too.

# 32%

**DROP IN BODYSHOPS**

Decline in bodyshops over the past decade with 10 per cent more set to disappear by 2020, leading to a warning of a shortfall for owners who need repairs.

## supermini battle

TWO new supermini stars were put to the test as we pitched the Skoda Fabia against the Hyundai i20. Both models have turned on the style in an effort to shake off the staid and sensible images of their respective predecessors.

Classy cabins, surprising space and grown-up driving dynamics were also on the menu. Yet both feature attractively low prices and penny-pinching running costs. It was the Skoda's bigger boot and longer list of safety kit that gave it a slender victory.

## NEWS HR-V takes aim at Nissan Juke

HONDA revealed specs and details of the HR-V, its entrant to the compact crossover segment dominated by cars such as the Nissan Juke. The HR-V is a halfway house between the two classes, as it competes with the Renault Captur but offers interior space more akin to a Nissan Qashqai.

Inside, the 'Magic seats' we first saw in the Jazz reappeared, along with a wi Android-based touchscreen infotainment system from the Civic. Honda confirmed that the HR-V would be front-wheel drive only in the UK, with a choice of 1.5 petrol



## NEWS Autonomous trials get underway

A TRIO of trials for driverless vehicles were unveiled at London's iconic O2 Arena (formerly the Millennium Dome) as the UK embraced autonomous tech.

The Government has put millions into research and has given companies free rein to carry out real-world tests. Greenwich in London, Bristol and Milton Keynes, Bucks, will host the trials, due to last up to three years.

## NEWS Aston stuns Geneva with racy SUV concept

**AE** MARCH means one thing: the Geneva Motor Show – and one of the star acts was from Britain. Aston Martin rocked up and unveiled plans to add an SUV to its line-up.

The DBX concept stood out next to the 800bhp Vulcan and Vantage GT3 on the Aston stand, and

CEO Andy Palmer said it previews a clear vision for the company's future, which includes a McLaren P1 and Ferrari LaFerrari supercar rival.

The DBX mixes styling from the bespoke DB10 created for the James Bond film, *Spectre*, with traditional SUV hallmarks like a raised ride

height. The concept has a three-door bodyshell, but the production model will be a five-door.

The big news was that instead of Aston Martin's usual fare of V8s and V12s, the DBX has an electric powertrain, which the brand said will deliver a Tesla-rivalling range of 300 miles.



# MARCH

# 40

### POINTS FOR DRIVING REBEL

Points racked up by a driver from Lewisham, south east London, even though he'd never held a provisional or full licence. He'd been convicted of 12 driving offences.

## NEWS Wraps come off evolutionary new Jag XF

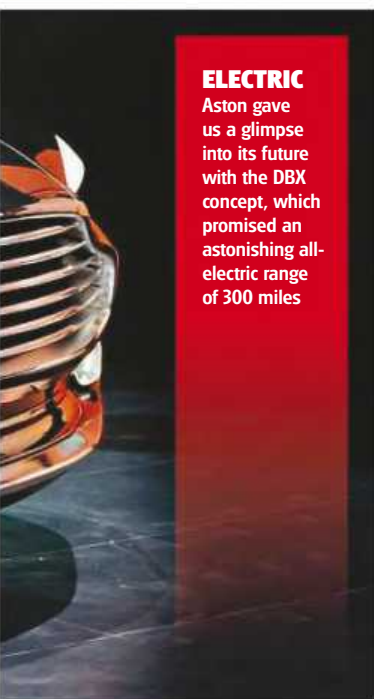
JAGUAR revealed its new XF executive saloon – an overdue replacement for the ageing original – in March. The Mk1 version of Jag's BMW 5 Series rival had proven a best seller for the brand in the seven years since its launch, but even bosses at the company would admit it had been left behind.

The new model is evolutionary in its styling, with Jag's handsome grille set into muscular bodywork similar to the smaller XE's. It also brings more space, quality and tech. We reviewed the car later in the year and awarded it five stars.



## NEWS Tractor crash sparks





**ELECTRIC**  
Aston gave us a glimpse into its future with the DBX concept, which promised an astonishing all-electric range of 300 miles



## NEWS SEAT SUV and Ferrari steal motor show limelight

**AE** DESPITE Aston Martin's wishes, the DBX didn't have the Geneva Motor Show limelight all to itself.

Also making headlines in Switzerland in March was SEAT, which finally jumped on the SUV bandwagon with the 20V20 concept. The car not only previewed the brand's future styling direction, but also a new large SUV to sit at the top of a three-strong range.

Other highlights of the show included the new Skoda Superb and the Ferrari 488 GTB – the first mid-engined Ferrari to be turbocharged since the F40 of the eighties.

Meanwhile, Audi displayed a pure-electric version of its new supercar, called the R8 e-tron, while parent firm Volkswagen also previewed an electric future with a new version of its CC saloon, featuring hybrid power. British brand Bentley brought along the dramatic EXP 10 Speed 6 concept, powered by a hybrid drivetrain.

### SHOW STOPPERS

We picked our Geneva favourites (above) – headed by the Ferrari 488 GTB and Mercedes-Maybach Pullman



## NEWS Honda unveils 306bhp Civic Type R

AFTER months of frustrating teaser images, Honda finally revealed its production-ready Civic Type R at the Geneva Motor Show. And it was immediately obvious that the hot hatch was no shrinking violet, with spoilers, bodykits and vents.

The interior is also much racier than before, but the big news was the 2.0-litre turbocharged engine, which produces a mammoth 306bhp.



## TESTS BMW M4 sees off hot RC F Coupé

LEXUS doesn't have much of a high-performance tradition, but its RC F Coupé has the specs to get any fast car fan's pulse racing.

At the heart of its appeal is the thumping 471bhp 5.0-litre V8 and rear-wheel-drive layout. So, the RC F looked like giving the 425bhp BMW M4 a run for its money in our twin test. Yet as it transpired, the BMW was faster on track and far more engaging to drive.



## NEWS Cactus named Carbuyer Car of Year

OUR sister website Carbuyer.co.uk revealed its Car of the Year in March, and the coveted award went to the Citroen C4 Cactus. The quirky hatch was honoured for its great value, low running costs and practicality. Picking up the award at the Geneva Motor Show, a delighted Citroen CEO Linda Jackson said: "Recognition like this validates our belief that Citroen is getting it right."

12

### CHRYSLERS PURCHASED

Cars registered by Chrysler in its last month of sales in the UK, as the brand was axed from these shores.

£175

### CAR THEFT PENALTY

Average fine for stealing a car in England and Wales. A total of 1,780 people were convicted, with just 16 per cent getting an immediate prison sentence.

## insurance stir

CONFUSION struck insurers after a landmark EU case opened up the possibility of lawnmowers, golf buggies and children's toys needing policies.

The European Court of Justice ruled that a tractor, which hit a man in a private Slovenian barn, should have had insurance. This meant that any motorised vehicle would also need cover – possibly even those classed for off-road use. The ruling came in March, yet there's still no resolution on what is and isn't classed as needing insurance.

## TESTS Winning start for Disco Sport

IT'S been a busy year for Jaguar Land Rover, but none of its new arrivals was as eagerly anticipated as the Discovery Sport. With its Evoque-inspired looks and practical seven-seat interior, the British-built SUV had all bases covered when it came up against the Hyundai Santa Fe and BMW X3.

Superb refinement, impeccable road manners and an interior that oozed premium

appeal meant the junior Discovery had the measure of the X3, plus it was every bit as practical as the Santa Fe. Assured off-road ability was the icing on the Land Rover's test-winning cake.



## NEWS Readers vote Lexus their Driver Power No. 1

**AE** THE Lexus IS Mk3 was crowned the best car to own in Driver Power after a record-breaking 61,000 owners filled in our 2015 satisfaction survey. It knocked the ever-dependable Skoda Yeti off top spot for the first time in three years. Lexus' compact exec dominated the rankings, scoring highly for ease of driving, ride quality,

reliability and build quality. The Yeti and Hyundai i10 rounded off the top three, while electric cars also featured in the top 10 for the first time, in the shape of the Renault ZOE and Nissan Leaf. A total of 75 new models entered the chart – more than a third of the Top 200. The biggest riser was the Audi A5 Sportback, up 80 places,

while Toyota had the most models in the Top 200, with 13. It wasn't such good news for SEAT's Leon Mk2, this year's biggest faller, from 65th to 192nd. Our survey also revealed some key market trends, with 47 SUVs in the Top 200, as well as 43 superminis, but MPVs were barely represented.



# APRIL

# 6,000,000

**LAND ROVER LANDMARK**

The six millionth Land Rover took pride of place at the Shanghai Motor Show. To celebrate Range Rover's 45th anniversary, it was a LWB Vogue SE.

## TESTS Rivals bow down to Range Rover Sport SVR

WHEN Land Rover squeezed a supercharged 542bhp 5.0-litre V8 into a Range Rover Sport, the results were always going to be explosive.

The Porsche Cayenne Turbo and Audi RS6 had the SVR covered for power, performance and poise, but neither could match its infectious character. With a bombastic soundtrack, trademark luxury and surprisingly agile handling, the SVR boasted composure and charm. With undiminished off-road ability, it unsurprisingly stormed to victory.



## NEWS Claimed efficiency



## ALL SMILES

John Hazlewood swapped from a BMW to an IS after being impressed with its build quality, driving experience and specification



## NEWS McLaren debuts 911 rival

**AE** McLaren's resurgence started with the MP4-12C (now 650S) back in 2011. This was followed by the hybrid P1 hypercar last year, and in April the brand debuted the 570S – a sports car designed to compete with the Audi R8 and all-conquering Porsche 911.

It uses a mid-mounted twin-turbo 3.8-litre V8 with 562bhp. That's less than the 650S, and 10bhp down on the new 911 Turbo S, but it'll still do 0-62mph in 3.2 seconds and hit 204mph. The 570S gets a lightweight construction courtesy of a carbon-fibre MonoCell chassis.

McLaren says the newcomer is intended to be a more usable car than the company's other offerings, with a decent boot in the nose and adaptive dampers providing superior comfort. The 570S was the first car in the manufacturer's Sport Series range. McLaren bosses hope it'll help the brand sell 2,500 cars a year.

## R8 RIVAL

McLaren says stunning 570S represents a more versatile everyday driver than its more hardcore supercars



## DRIVES Bold AMG GT lights up the market

THE launch of the Mercedes-AMG GT signalled a different approach to the sports car's muscular SLS predecessor.

Rather than a direct replacement, the GT is a cheaper and less powerful model, but the lighter, more efficient construction means there's no penalty in terms of speed and acceleration. It's a truly stunning car, and we awarded it the full five stars on our first drive.



## NEWS Behind scenes at GM's OnStar HQ

AUTO Express went behind the scenes at General Motors' Detroit nerve centre ahead of the European rollout of the hi-tech OnStar programme.

Editor-in-chief Steve Fowler got a guided tour of the HQ, which deals with calls from around the US. OnStar can be used for roadside assistance, in-car Wi-Fi and even directions, with command centre operators on hand to help.



## FEATURES Brit limo giant at cutting edge

WE got our hands on an electric saw to help cut a car in half, as we found out how to build a limousine.

With the help of Wilcox Limousines, based in Wigan, Gtr Manchester, we got a taste of just how much work goes into creating the luxury cars. Wilcox converts and sells over 100 stretched Jaguar XJs every year, adding 1.2m to their length. The cost? A cool £130,000 each.



## NEWS Peugeot's performance hybrid

PEUGEOT has an illustrious history when it comes to making hot hatches, and at the Shanghai Motor Show it revealed the 308 R Hybrid concept. The plug-in powertrain uses a 1.6 turbo in tandem with electric motors on each axle, giving it four-wheel drive and a mammoth 493bhp.

A wider track and beefy brakes take care of the handling, while it wears an angular bodykit and bold two-tone paint. Plus, as our drive on Page 12 reveals, low CO<sub>2</sub> emissions mean it's exempt from road tax.

**THE TOP 200 CARS TO OWN**

1. Lexus IS 350

YEARS OF MANUFACTURE 2013 present PREVIOUS 2010/10 2011/10 2012/10 2013/10 2014/10

93.96%

**BEST COMPACT EXECUTIVE CAR**

JOHN HAZLEWOOD

28%

## ROADWORK DELAYS

Average overrun of roadworks in England. Since 2011, delays have hit a quarter of the 3,801 schemes.

500

## RAC PATROL LOADS UP

Average number of parts and tools carried by RAC patrols. Auto Express spent a day with one to help fix flat batteries and change tyres.

## getting less accurate

NEW research by Emissions Analytics revealed the gap between makers' fuel economy claims and what drivers were getting on the road was growing.

The average difference was 24 per cent – up from 19 per cent in 2012. New vehicles return only around 2mpg more than older models, contradicting official results showing they're better than ever. Small cars were most misleading, with supercars most accurate. It was an early warning sign for what was to come later in 2015.

## DRIVES Sensational XE makes Jag a contender

**AE** THE hype surrounding the XE turned out to be well earned when we drove a production version in May.

Jaguar hasn't competed in the compact executive market since the X-Type, which was a pretty divisive car, had been discontinued in 2009. So the XE had a lot to prove.

It's all-new from the ground up, with an aluminium architecture and a range of modern engines, some of which are built in a new factory near Wolverhampton, thanks to £2billion of investment.

The pre-production model we tried in January was a distant memory compared to the car we drove, which had a smooth and cultured 178bhp Ingenium diesel engine.

But the XE's highlight is the ride and handling, which strikes a perfect balance between comfort and precision. The interior also delivers, with a more pleasing look than the BMW 3 Series or a Mercedes C-Class, despite having less space.

**TOP CAT**  
Our first drive of XE showed Jaguar has created a car to worry likes of BMW and Mercedes



# MAY

## £1billion

### BILL FOR M-WAY CLOSURES

Cost of closed motorways and A-roads in 2014 due to potholes, crashes, wild animals and children. There were nearly 500,000 lane closures across UK.

## NEWS Copycats out in force at Shanghai show

THE Shanghai Motor Show never disappoints when it comes to interesting cars, and this year again saw Chinese designers bending copyright rules.

Easily the chief culprit of the show's copycat cars was the Landwind X7, which required a close look before we realised it wasn't a Range Rover Evoque. Other copies included the Smart ForTwo-inspired Zotye E30, the Hongqi LS5 (Range Rover) and the Eagle sports car, which combined a Porsche Cayman with a Ferrari F12.



## NEWS Tory victory sparks

### Car industry's concern at EU vote as Cameron wins again

PM promises referendum ■ 'We must stay in' says the SMMT

**Joe Foweraker**  
The motor industry has called on the new Conservative Government to stay in the EU to avoid damaging the growing UK automotive trade.

David Cameron was elected Prime Minister for a second term after winning his pre-Election promise, the country now faces a vote on EU membership by 2017. Cameron reiterated his pledge outside 10 Downing Street the morning after he won. He said: "Yes, we will deliver that."

But the Society of Motor Manufacturers and Traders (SMMT) said: "The sector's competitiveness is dependent on access to the European single market. SMMT therefore wants to see reform of the EU with greater emphasis on industrial competitiveness, not better regulation, but better membership, similar to that for business."

The SMMT also said the Conservatives needed to continue support for the industry that delivered revenues of £26.2billion in 2014. It urged the new Government to build on the existing industrial strategy to make

sure skills and business conditions can compete on a global scale, while also committing to innovation and investment in new technology.

The SMMT spokeswoman added: "Vehicle technology, including ultra-low emission vehicles and connectivity, is developing and disrupting at a staggering pace. Increasing the rate of R&D research and development is a challenge for the UK. The car industry will help the UK to meet this challenge."

The General Election results, however, upply a picture of a government that is not the one the industry needs. The Liberal Democrats who ousted by the Conservatives in 2010, while Labour has not to the SNP. The coalition's failure to lead the UK through the financial crisis, the high-profile case of the UK's discredited car trials during the coalition, but have been behind a veil.

As Auto Express went to press, ministers for major powers in the cabinet were due to be announced, including Transport Secretary and trade minister at the Department for Transport.

Motorists will demand that whatever government takes office more than just the three morning policies outlined in the Conservative manifesto (see story).

Election aftermath **News**



**ROAD FUNDING**  
£1.5billion to be allocated to the road fund, to be used for road repairs and other projects.

**ZERO EMISSIONS**  
The government has pledged to fund £2billion to support the development of zero-emission vehicles.

**SAFER CYCLING**  
The government has pledged to fund £2billion to support the development of safer cycling infrastructure.

**WINNER**  
Conservative Party, led by David Cameron, won the general election.

**LOSER**  
Labour Party, led by Ed Miliband, lost the general election.



Christian Schulte

## NEWS Dawn of a new era as Rolls reveals drop-top name

**AE** THE news that Rolls-Royce is launching a new car is always big as it doesn't happen very often. And in May we learned the name of Rolls' latest model: Dawn.

As with every other Rolls-Royce in the range, the badge is steeped in history. Dawn harks back to an incredibly rare car – only 28 Silver Dawn Cabriolets were built back in 1949. The name was revealed to us by the CEO of Rolls-Royce, Torsten Müller-Ötvös, who confirmed it would be attached to an elegant two-door convertible which would go on sale early in 2016.

At the time, Müller-Ötvös described the Dawn as “the most social of super-luxury motor cars for those beautiful people who wish to bathe in the sunlight of the world's social hotspots”.

It was only the name that was revealed, though – we'd have to wait until the Frankfurt show in September for the finished product. However, our exclusive image proved to be a dead ringer for the production version. And while it looks just like a drop-top version of the Wraith, the Dawn's bodywork is 80 per cent different from the coupé's.

### NEW NAME

Rolls-Royce revealed cabrio would wear Dawn badge, and our image showed how it would look



## DRIVES Early Astra lays down a marker

IN SEPTEMBER, we sent the Vauxhall Astra to the top of the family hatch class with a five-star rating, but the signs of victory were clear when we drove a prototype in May.

We were hugely impressed with the smooth and punchy engine line-up, quality interior, clever tech and agile handling thanks to a substantial weight loss programme.



## DRIVES New S-MAX moves the game on

WE'VE long been fans of the Ford S-MAX, so you can imagine how keen we were to drive the new version.

And the verdict? We found the latest seven-seater followed in the old car's footsteps, by combining practicality with superb ability on the road.

Ford's Aston-style grille makes the car look smart, and it's cheap to run too, as we managed 56.5mpg in the diesel.

# 12,000

**VOLVOS SOLD**

Estimated Volvos sold by Gary Millar as he called time on his 45-year career at Strathmore Volvo in Perth.

# £70

**MAXIMUM COST OF BULB**

Highest cost for changing a light bulb on a Mazda 3 as revealed by an Auto Express investigation into the huge disparity between repair and labour costs.

## fears over EU vote

DAVID CAMERON was elected Prime Minister for a second term – this time with a majority as Labour and the Liberal Democrats were routed nationally.

As the dust settled, the car industry stated its desire to stay in the EU after pre-election promises of a referendum by 2017 were reiterated by the PM.

The Society of Motor Manufacturers and Traders (SMMT) stressed that staying in the EU was “critical” to the automotive industry to continue its recent record-breaking success.

## NEWS Call for drink-drive limit rethink

SENIOR police officers called on the drink-drive limit to be reduced across the whole of the UK, following Scotland's decision to cut it in 2014.

The Police Federation said the 50mg of alcohol per 100ml of blood limit should be introduced in England, Wales and Northern Ireland, as it has north of the border and across most of Europe.

Later in the year, we went out on patrol with police in Stirling to find out how the new rules were going and how it had changed Scottish driving habits.



## TESTS XC90 tames Disco in SUV battle

IT turned out to be the battle of the big hitters when the Volvo XC90 came face-to-face with the Land Rover Discovery.

The Brit was hugely practical, refined and unrivalled off-road, but it had to play second fiddle to the Volvo. Featuring smart design, a beautifully crafted and spacious seven-seat interior and composed driving dynamics, the XC90 got our vote.



## TESTS New Skoda Superb knocks Passat off top spot

**AE** JUST a few weeks after the Volkswagen Passat had taken the family car class crown, its place at the top was threatened by the arrival of its latest sister model: the talented new Skoda Superb.

The previous-generation Superb had always impressed with its combination of space and value for money, but this all-new version aimed to bring a welcome injection of style and desirability. Sleek

lines and sharp detailing give the Skoda some serious kerb appeal, while inside it matches the Passat for quality and slick design. And because it's underpinned by the same versatile MQB platform as the VW, the Superb is great to drive, too, mixing agile handling with a supple ride and strong refinement.

However, while we reported Skoda had pushed its flagship upmarket, it

# JUNE

## £47,000

### HALFORDS FINE

Fine facing Halfords Autocentres after a mystery shopper revealed a Vauxhall Astra had been inadequately serviced at its branch in Filton, Bristol.

## FEATURES Top names crowned in Brit List 2015

OUR annual Brit List, which runs down the most influential homegrown execs in the global car industry, crowned its winner – Alan Batey. General Motors' executive vice president, North America, is a former Vauxhall apprentice who's risen to the top. He's led GM's recovery after a terrible year of recalls.

Batey was joined on the podium by second-placed Mike Manley – Jeep's president and executive officer – and Duncan Aldred, General Motors' vice president, Buick and GMC.



## NEWS Bentley sports car





hadn't forgotten its roots. With a vast boot, attractive prices, plenty of standard equipment and penny-pinching running costs, the Superb is a car that appeals to the head as much as the heart.

Combine these qualities with the Skoda's new-found maturity and style, and a road test victory was guaranteed. The Skoda Superb: rarely has a car been so appropriately named.

# 391

## CAM SWITCH-OFF

Speed cameras on UK roads that are switched off. That's 23 per cent, as police plug the gap with mobile vans.

## DRIVES Behind the wheel of 306bhp turbo Civic Type R

**AE** WE finally got to drive Honda's bonkers new Civic Type R in June. It was worth the wait, as the 306bhp hatch proved that despite its boy racer styling, it needed to be taken seriously.

Purists are disappointed that the high-revving naturally aspirated engine from previous models has been replaced by a 2.0-litre turbo, but it's a muscular engine that revs sweetly to its 7,000rpm red line.

The 0-62mph sprint takes just 5.7 seconds, but what impressed most during our extensive first drive was the mid-range punch. Top speed is an incredible 168mph, which would see off a Porsche Boxster.

The car is brimming with aerodynamic extras, yet Honda is adamant every single one serves a practical purpose. Even more practical, though, is the boot, which works with the versatile Magic Seats to provide a massive 498-litre load area.

### KO PUNCH

All-new Civic Type R delivers on promises of its looks with strong mid-range punch



# 750,019

## CHINA'S BEST SELLERS

Sales of the Wuling Hongguang – China's most popular vehicle in 2014. Our feature revealed that the compact MPV outsells the Ford Fiesta.



## FEATURES Helping to mark Cee'd milestone

WE visited Kia's Slovakian factory to help build model number 1,000,001 of the Cee'd. Deputy news editor Richard Ingram put the finishing touches to the car, which we then gave to a reader.

Caroline Holland was presented with her new Fusion White 1.4-litre SR7 Pro \_cee'd later in the year by Sean Cosgrove, sales manager at Ken Jervis Kia in Stoke-on-Trent, Staffordshire.



## FEATURES Living with LPG for a week

AT 63p a litre, why aren't more drivers using LPG? It's the long-forgotten fuel that once carried Government funding and this year underwent a renaissance.

News reporter Lawrence Allan got the keys to an LPG-converted Ford Focus for a week to crunch the numbers. His 120-mile commute gave him plenty of time to calculate that it'd take five years to recoup the £1,500 conversion cost.



## NEWS Government tears up paper licence

THE paper counterpart of the UK driving licence was scrapped, although uncertainty remained over how motorists would be able to hire cars.

The Government said this was part of its drive to remove red tape, which will save around £8million and help cut false statements on insurance documents. Licence-holders can now check their details online using the MyLicence tool.

## NEWS BMW's tribute to 3.0 CSL

BMW showcased the CSL Hommage at Italy's Concorso d'Eleganza Villa d'Este event. A spiritual successor to the iconic seventies 3.0 CSL, it had undisclosed eBoost tech and a lightweight i8-inspired body. It's a concept, yet BMW hinted a production model might be coming, saying: "Our Hommage cars not only demonstrate how proud we are of our heritage, but how important the past can be in determining the future."



## hogs the limelight

BENTLEY stole the headlines at March's Geneva Motor Show with its stunning EXP 10 Speed 6 concept. Auto Express then followed the sports car around the globe as the company took it on tour to see whether there was the market to sell it.

Editor-in-chief Steve Fowler went to New York and later Shanghai, and along the way spoke to those involved. The car got quite a reception, and by November Bentley was talking about putting it into production with electric power.

## TESTS Cutting-edge Volvo XC90 crowned Car of the Year 2015



**AE** IT had already been a bumper year for new models, so picking our 2015 Car of the Year was even tougher than usual. But after hours of argument and debate, one contender emerged head and shoulders above the rest: the Volvo XC90.

To win this coveted accolade – which Volvo R&D chief Peter Mertens (right) collected from our editor-in-chief Steve Fowler – a car needs to

break the mould and set new class standards. We think the XC90 does just that with its striking styling, beautiful cabin and top-notch quality, plus it can battle upmarket rivals from BMW, Audi, Land Rover and Mercedes with its composed driving dynamics, potent engines and great refinement.

Yet it's the hi-tech approach that makes the Volvo an award winner. As you'd expect from the brand, there's

cutting-edge safety kit, while the tablet-style infotainment touchscreen set-up looks good, and works well, too. There's also a range of plug-in hybrid models combining muscular pace with supermini-style efficiency.

Factor in the versatile seven-seat layout, spacious cabin and attractive prices, and the XC90 was a very worthy winner of our top award.



# JULY

# 117,400

**UNTAXED CARS**

Enforcement cases recorded by the DVLA for untaxed vehicles – up 50 per cent since the tax disc was scrapped at the end of 2014.

## TESTS Mazda CX-3 has edge in crossover crunch

MAZDA was late to the compact crossover party, but the stylish CX-3 was well worth the wait. Handsome lines, a classy interior and a surprising amount of space gave the newcomer a head start, but it was the agile handling, strong refinement and

competitive running costs that helped the car shine on its road test debut.

While the CX-3 isn't cheap to buy, it feels like a top-quality product. Renault's Captur and Nissan's Juke are distinctive and well equipped, but neither felt as good.

### TEST KING

Well rounded, upmarket CX-3 trumped Juke and Captur on test debut



## FEATURES Lexus dealers





## NEWS Alfa whets appetite with striking 500bhp Giulia

**AE** ONE of the most eagerly awaited cars in a long time is the new Alfa Romeo Giulia, which was revealed in July – and petrolheads the world over instantly pined for the 500bhp on offer from the Quadrifoglio version.

The Giulia is the first of eight new Alfas due by 2018, and moves into the compact exec territory abandoned when the 159 was discontinued. Its bold design's a world away from that of the angular 159, with the trademark 'V' grille part of a muscular body complete with styling cues from the 4C sports car, such as the window line.

Alfa boasts of 50:50 weight distribution, and use of lightweight materials throughout means even the heaviest Giulia is likely to weigh just 1,500kg. CEO Harald Wester was keen to point out that the Giulia will offer a unique experience in the executive car sector, focusing on the driver and maximum involvement.

**SPORTY**  
Racy Giulia compact executive is one of eight new Alfas planned to arrive by 2018



## FEATURES Sat-nav celebrates 25 years

IT'S been 25 years since the first commercially available sat-nav unit was found in vehicles. Auto Express caught up with an in-car entertainment expert who's been in the industry since the eighties, to find out how the tech has developed from guiding inter-continental ballistic missiles to helping holidaymakers.

We even had a look at the very first sat-nav ever made, by Pioneer.



## NEWS 345bhp Focus RS at Goodwood FoS

IT had been revealed back in February, but we didn't get to experience Ford's new Focus RS on the move until July.

Rally driver Ken Block took us up Goodwood's famous hillclimb in the 345bhp monster at this year's Festival of Speed, to show us what the mega-hatch was capable of. And although he wasn't pushing too hard, the car produced a blistering run.



## NEWS New VED will pay for road repairs

CHANCELLOR George Osborne announced "every single penny" raised by the new VED system will go towards a new road fund to pay for repairs.

Osborne put the plan in his July Emergency Budget, outlining new tax rates set to come into play in September 2017. All cars except those with zero emissions will face a flat £140 fee for the first year.

# £835m

### BOGUS CLAIMS

Cost of bogus claims to insurers. Last year, 67,000 cases were detected – it's quadrupled over the past decade.

# 15%

### DRIVER AWARENESS

Drivers caught speeding in West Yorks who attended a driver-awareness course instead of getting points and a fine. That's the lowest in England and Wales.

## on top yet again

AFTER storming our Driver Power 2015 satisfaction survey earlier in the year, with its IS proving the best car to own, Lexus did the double as its garages topped our dealer chart. The maker continued its unbeaten run here, making it 14 titles in a row. Toyota finished second, ahead of improving Jaguar.

We also ranked the best insurance and breakdown providers as voted for by you. GEM Motoring Assist kept its top status, while IAM Surety rose seven places to be voted best insurer.

## NEWS Clubman scores on doors

THE previous MINI Clubman was a bit of an ugly duckling when it was launched in 2007, but the second-generation model revealed in July offers something totally different. It's the biggest car MINI has ever produced, and replaces some of the old model's quirkier features with ones more suited to family buyers.

For example, the old, side 'clubdoor' is replaced by two conventional rear doors – although the 'barn door'-style boot remains, making this a six-door car...





## NEWS Exclusive images give best clue yet to Vauxhall's hi-tech new Insignia

**AE** AUGUST gave us an early taste of what is in store from the next Vauxhall Insignia – a car that is around two years away and that will be pitched at BMW and Mercedes, but at typically mainstream prices.

Our exclusive images revealed how the family and fleet favourite is shaping up, and when it debuts it'll introduce Vauxhall's new Design 2.0 programme. It's likely to be longer than the outgoing model by as much as six inches, with a more coupé-style roofline and a sleek

hatchback rear. The nose will be redesigned, making it more upright and almost echoing the shape of recent Jaguars.

The Insignia's new design was previewed by the Monza concept, which Vauxhall said will preview the brand's design language for the next 8-10 years.

We've since driven the new Astra, and were extremely impressed – so if the new Insignia follows that car's success when it's eventually launched, Vauxhall may have a winner on its hands.



# AUGUST

## 81%

### DART CHARGE APPEALS

Percentage of successful appeals against fines from ANPR cameras fitted to the Dartford Crossing. Nearly a million drivers have been fined since last year.

## DRIVES Jaguar gets it right on impressive new XF

WE finally got our hands on the eagerly anticipated Jaguar XF saloon in August. And we tried a number of engines – from the 2.0-litre Ingenium diesel, through to the range-topping 3.0-litre V6 turbodiesel and supercharged petrol.

Regardless of engine, we came to the conclusion the XF delivers great performance, good refinement and fun driving characteristics. Throw in lovely looks and a quality cabin, and it was clear that the new XF is a force to be reckoned with.



## NEWS Rise in EVs to bring





Milos Dvorak

## FEATURES It's 50 not out for the backbone of Britain

**AE** IT'S been 50 years since the first Ford Transit rolled off the production lines, so we looked back on the history of the iconic 'white van'.

We visited the workers and engineers who were involved with the project from day one, and got a glimpse of the entire range – plus drove some of the fastest models.

The massive success of the van proved a shock to everyone – even the men and women working on it 50 years ago. Brian Eckersley, 78, worked in product planning, and told us: "At the start I was surprised by its success, but when the orders came in, you could see it was taking off."

And how much has the van changed since 1965? Peter Lee, Transit Van Club founder, said: "The changes are amazing. It's like the difference between a spoon and a rocket ship; there's no comparison."



**VAN MAN**  
Consumer editor Joe Finnerty felt right at home behind wheel of the Transit



# £2bn

## MAPPING BUYOUT

Paid by Audi, BMW and Daimler for Nokia's HERE mapping business as it takes on Google in autonomous car race.

# 0.9secs

## LAUNCH CONTROL SHOCK

Time the VW Polo BlueMotion beat a BMW M4 by in our launch control race. It took us 4.5 seconds to set up M4's system; the Polo was off immediately.

## major tax shortfall

AUTO Express found electric vehicles could cost the Government £5billion a year in lost fuel excise duty by 2030.

We crunched the numbers based on the current duty paid to HM Treasury and the projected uptake of battery EVs like the Kia Soul and BMW i3 (left), and found the Government could lose £213m a year from missing fuel duty revenue.

By 2030 it could be around £4.8billion, with academics predicting there will be 5.9 million battery-powered cars and vans on UK roads.

## TESTS Qashqai too good for HR-V

NISSAN'S Qashqai has often been credited with creating the crossover craze, but the original Honda HR-V beat it to showrooms by nearly six years.

Yet slow sales meant the quirky, high-riding hatchback disappeared from showrooms in 2006. So was it second

time lucky for the all-new model, which hit showrooms in late summer? Bold looks, a roomy interior and decent comfort helped it see off the Peugeot 3008, but a sluggish CVT gearbox and high price saw the Honda finish second to the Qashqai.



## NEWS Sexy C-Class Coupé uncovered

MERCEDES took the wraps off its sexiest car for a generation – the Coupé version of the C-Class.

The reveal ahead of its debut at the Frankfurt Motor Show confirmed our expectations of a sloping roofline and curvaceous rear. Underneath, it's business as usual, with the same engine range and interior as the saloon. Mercedes also hinted at a plug-in hybrid.

## NEWS Drivers slam mobile phone use

OUR online poll revealed nearly a third of UK drivers rank using a mobile behind the wheel as the most irritating habit they witness on the road – yet an incredible 10 per cent of respondents admitted to doing it themselves.

We also found that 65 per cent of drivers admit to breaking speed limits on a regular basis, but that it doesn't bother other motorists.



## DRIVES Grand Cactus concept hits the road

WE drove Citroën's Aircross concept this summer – a rare occasion when a show car feels like a finished product.

The hybrid powertrain impressed us, and we liked the clever design touches carried over from the C4 Cactus. The Aircross will become a reality at some point in 2017, although it will be toned down for production. It also hints at a future range of Cactus models.

**AE** JAGUAR unveiled its eagerly anticipated F-Pace crossover at the Frankfurt Motor Show. The SUV will sit somewhere between the Audi Q5 and Audi Q7, costing from £34,170, with first deliveries in April.

Ian Callum, Jaguar's chief designer, was uneasy about designing the F-Pace, with the company having no heritage in that part of the market. However, changing tastes made it a necessity for the brand – as the SUV sector is currently the fastest growing in the UK.

Despite not being as long, low and sleek as most other models in the Jag line-up, the F-Pace is still instantly recognisable thanks to the upright grille and smart headlights.

And it's based on the latest Jaguar platform, which allowed the wheels to be pushed right out to the corners for impressive space inside. The all-aluminium design means the F-Pace should have the same handling prowess as its F-Type, XF and XE siblings.



# SEPTEMBER

## NEWS DB11 name for Aston's new sports car

ASTON Martin revealed the name of its DB9 replacement, confirming the all-new sports car will be called DB11.

Our exclusive image showed how the car will take inspiration from James Bond's DB10, which was crafted for his latest film, Spectre.

The DB11 will make use of Aston's relationship with Daimler-Mercedes, so expect to see Mercedes switchgear and possibly an S-Class-style dash. The car is likely to officially debut at the Geneva Motor Show in March.



Poblete

## FEATURES DS strikes out





## NEWS VW in the firing line after emissions test cheating

**AE** ONE of the biggest motoring stories not just this year, but arguably of all-time, broke in September as the VW Group was caught cheating diesel emissions tests.

The US Environmental Protection Agency (EPA) first flagged up the 'defeat device' on diesel models, and the scandal soon spread to Europe.

VW announced around 11 million vehicles with EA 189 engines – including Skoda, SEAT and Audi models – had the software fitted, and it led to a major reshuffle of senior executives at the top of the company.

The firm set aside billions to cover damages, but the problems didn't stop there. Engineers also revealed mpg and CO<sub>2</sub> ratings for 800,000 cars – including petrols – could be inaccurate. VW announced a mass recall, but UK consumers are unlikely to receive any compensation and the story continues to develop.

### TOP STORY

Extent of the cheating, and its possible repercussions, shocked the motoring world in September



## NEWS New Tiguan makes an entrance

ANOTHER important car at Frankfurt was the new VW Tiguan. The latest version of the popular crossover is longer, lower and wider than before thanks to the scalable MQB platform.

But the biggest news was the plug-in hybrid GTE model, which promises fuel economy of 149mpg. Prices are still to be revealed, but we'd expect a small premium over the outgoing car.



## TESTS XE holds off revamped 3 Series

ONE of our most bruising encounters of the year took place in September.

No sooner had the Jaguar XE been named top compact executive in our New Car Awards, than BMW unveiled its revised 3 Series. Tweaked looks, sharper handling and lower running costs make it more desirable than ever. But the Jag's lower company car costs and longer list of kit saw it take the win.



## TESTS Disco claims Tow Car of the Year

ONCE again we teamed up with the Caravan Club to name the year's best tow car. We ran the rule over 43 models in seven categories, assessing each for its performance, handling and practicality when hitched to caravans.

The MG6, Renault Captur, VW Jetta, Skoda Octavia Scout, VW Passat and VW Touareg all took awards, but it was Land Rover's Discovery that won overall.

**10%**

### UNINSURED DRIVERS

Rise in insurance claims involving uninsured drivers last year, prompting a campaign to tackle the issue.

**800,000**

### FILL-UP MISHAPS

Number of drivers who ran out of fuel while driving last year – which equates to one in 50.

**£4.3m**

### MPS' EXPENSE CLAIMS

Bill racked up by Britain's MPs in the past three years for motoring expenses. George Galloway topped the list with £11,600 last year.

## with luxury focus

WE devoted 32 pages to celebrate the birth of DS, which has gone it alone from Citroen as an aspiring luxury brand in its own right.

Our in-depth report sent us into showrooms and factories, and even out on the streets of Paris in a classic model, before we got a glimpse of the future in the wacky Divine by DS Concept.

The brand still has some way to go before it threatens the likes of BMW or Audi, but the future looks bright.

## NEWS Bentayga stars at Frankfurt

AFTER months of drip-fed teaser images, Bentley finally unveiled the Bentayga SUV at the Frankfurt Motor Show. The mega Bentley's debut came after a troubled start in life, as the car's development spanned three design directors and two CEOs.

It'll initially launch with a new 6.0-litre twin-turbo W12 engine, although a hybrid and more efficient diesel will join the range later. Bentley claimed the Bentayga would be the world's fastest SUV; we've since driven it and found it lived up to the hype.





**STAR BUYS**  
Our round-up  
crowned top  
used buys in  
16 categories  
across the  
car market

## FEATURES We reveal UK's top used cars

**AE** WITH the autumn evenings drawing in, we hit the classifieds to unearth the UK's best used buys of the year. We highlighted the pick of the pre-owned crop in 16 categories, from city cars to large SUVs. And in each class, we also named a commended choice.

But there could only ever be one overall winner: after much deliberation, and with the input of the aftersales care experts at Warrantywise, the Skoda Yeti took the spoils. The chunky crossover was our New Car of the Year in 2010, and it makes just as much sense as a second-hand purchase.

Bold looks, a versatile cabin, low running costs and sharp dynamics work in the Skoda's favour, while its popularity as a new car means there are plenty of used examples on the market to choose from. And with prices starting at around £5,000, it's never been more affordable. All models are perfect family cars, but we recommended looking for the punchy 1.2-litre TSI petrol in well equipped SE guise.

Once again it was buyers who were the real winners, as our search revealed more second-hand bargains than ever.

**BRITAIN'S BEST USED CARS LUXURY CAR**

**FROM £16,000**

**BEST USED LUXURY CAR**

**JAGUAR XJ**

**OUR PICK** 2010 3.0D Premium Luxury LWB, 49,000 miles £23,216

**USED CAR AWARDS WINNER 2015**

**EXPERT INSIGHT**  
Darius Gibson  
Jaguar's most elegant car

**EXPERT INSIGHT**  
James Dodgins  
Used car editor

**COMMENDED**  
Bentley Continental Flying Spur Mk1  
1000 no frills. If you want some hand-crafted British luxury for less than a third of the original asking price, the first Flying Spur has 600 and a 6.0-litre V12 engine, and nothing comes close for refined, super-class travel for £39,000.

Warrantywise | The UK's Best Used Car Warranty. Visit [www.warrantywise.co.uk](http://www.warrantywise.co.uk) for call 0800 001 4475

7 October 2015

**USED CAR OF THE YEAR**

**USED CAR OF THE YEAR**

**SKODA YETI**

**WHY IT WON** Crossover is a do-it-all family car, from town to country.

**EXPERT INSIGHT**  
James Dodgins  
Used car editor

**EXPERT INSIGHT**  
Darius Gibson  
Jaguar's most elegant car

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Warrantywise | The UK's Best Used Car Warranty. Visit [www.warrantywise.co.uk](http://www.warrantywise.co.uk) for call 0800 001 4475

7 October 2015

# OCTOBER

**£100**

**COURSE PRICE GAP**

Price gap highlighted in UK's driver awareness courses. At £100, Essex is cheapest; Dorset charges up to £200.

## NEWS Cult film celebrated as future finally arrives

ON 21 October 2015, the world went a little crazy as cult classic Back to the Future II became a reality. In the eighties' hit movie, Marty McFly and Doc Brown stepped out from the time-travelling DeLorean on that very day.

Consumer editor Joe Finnerty got behind the wheel of the car and dressed up as Marty to recreate the iconic film poster. We looked at which futuristic predictions made in the movie had come true – and we're still waiting for our hoverboard...



## NEWS In-car smoking ban





## NEWS X marks the spot for Tesla's all-electric SUV

**AE** THE electric car was reborn when Tesla released the Model S in 2012, and in October the brand shook things up further with the official announcement of its Model X SUV. The all-electric 4x4 gets seven seats, two boots and class-leading space, but as expected from Tesla it boasts its fair share of innovative features, too.

The 'falcon-wing' rear doors divided opinion at launch, yet as a party piece there's little out there with more wow factor. We'll have to wait until we drive one to decide whether or not they aid practicality in the real world.

Inside, the Model X showed off super-slim seats that maximise interior room, alongside the 17-inch touchscreen with sat-nav and Wi-Fi from the Model S. The SUV provides blistering performance, with the 0-60mph sprint taking only 3.8 seconds. Driven gently, a range of 257 miles should be possible.

**PIONEER**  
Ground-breaking new Model X SUV has host of innovative features



## DRIVES At wheel of Bond's Aston DB10

WE got a chance to drive James Bond's very own Aston Martin in October. The stunning DB10 was created especially for the latest Bond film, Spectre, but sadly won't make production.

It's based on the ageing Aston V8 Vantage, and uses the same 430bhp 4.7-litre engine. Only 10 were made, and just one will be for public sale – no doubt for a huge sum of money.



## DRIVES NSX rewrites the rulebook... again

THE original Honda NSX rewrote the rulebook for everyday drivability, so the new supercar has a lot to live up to.

We hit the road in October to reveal it's been worth the wait. The 3.5-litre twin-turbo V6 and three electric motors take it from 0-62mph in around three seconds and on to 191mph, while an electric mode gives emission-free town driving. We can't wait to try it in the UK.



## DRIVES 570S baby proves a giant killer

AS well as the DB10 and NSX, we got to drive the new 570S. McLaren's baby competes with the Porsche 911 Turbo, packing a 3.8-litre V8 that'll propel the car from 0-62mph in only 3.1 seconds.

We awarded it the full five stars in our test – declaring it the most fun-to-drive car in the company's range. And it's expected to spawn a drop-top Spider in the not-too-distant future.

# 6 220,000

### BRAKING HOTSPOTS

**STUDY** showed panic braking increases by six times before a speed camera, raising concerns that Gatsos could be causing rather than preventing accidents.

### ZAFIRA FIRES

**NUMBER** of Vauxhall Zafira Mk2 models recalled after cars caught fire. The story first caught the public eye after concerned mums set up a Facebook group.

## protects under-18s

OCTOBER saw a change for in-car smoking laws, with passengers and drivers forbidden from lighting up if anyone under 18 is on board.

We found police chiefs and Government officials won't issue the £50 fine to those caught for at least three months, with the National Police Chiefs' Council saying cops would take an "educational and non-confrontational approach". The Government said it'd lead to similar success as in 2007, when the pub smoking ban was brought in.

## TESTS BMW X1 shakes off SUV rivals

DESPITE its SUV styling and desirable badge, the original BMW X1 missed the target. Not only did it feature awkward looks and high prices, it lacked the jacked-up driving position that crossover buyers demand.

In an effort to revive the car's fortunes, BMW pulled out all the stops with the second-generation X1. With scaled down X3 looks, engaging dynamics, low running costs and a roomy, classy cabin, the new model is a revelation. The revised Range Rover Evoque and Audi Q3 didn't stand a chance.





## NEWS Fiat's MX-5 is unveiled at LA show

**AE** FIAT saw out November with a bang by finally revealing the all-new, retro-inspired 124 Spider. Huge crowds gathered at the Los Angeles Motor Show to get a glimpse of the roadster, and the results are certainly striking. It's

based on the latest Mazda MX-5, which is no bad thing, but Fiat has added plenty of its own touches both on the outside and under the skin.

That jutting jawline and the caved-in headlamps hark back to the original 124 Spider, while the rear end has a

hint of Dodge Viper in the design. Below that long bonnet, the firm will use a 1.4-litre turbocharged MultiAir unit with 138bhp and 240Nm of torque. That should make it feel a bit quicker than the MX-5, but performance fans should wait for the

# NOVEMBER

## TESTS Classy Kadjar ends Qashqai's reign

IN early November, we ran the rule over a pair of closely related crossovers. The Renault Kadjar has bold, high-riding styling, but under the skin it is virtually identical to the Nissan Qashqai.

Both cars on test featured a punchy 1.5-litre diesel, composed handling and excellent refinement. And they also offer family-friendly practicality and low running costs. In the final reckoning, the Renault's £1,500 price saving and classier looking interior were enough for it to seal victory.



## FEATURES Motorists try



### CLASS ACT

Fiat's 124 Spider wowed the crowds as covers were taken off at LA Motor Show



forthcoming Abarth version, which could be tuned to around 200bhp. In an open-top two-seater weighing around 1,000kg, that's quite a recipe.

Price-wise, expect the standard 124 Spider to kick off from around £20,000 when it goes on sale in 2016.

## NEWS New Evoque cabrio is in a class of its own

**AE** MAKE a note of November 2015 as the month that a new class of car was created.

The Range Rover Evoque Convertible might not be the first off-road vehicle with a folding roof, but it's the first premium SUV to get one. It will arrive just in time for summer next year, and has a fabric roof that folds away behind the rear seats. There's even a 251-litre boot for wellies and walking gear.

We got the chance to ride in a prototype version of the Evoque Convertible on an off-road course, and what impressed us most was the way it tackled the rough terrain without a hint of chassis wobble.

It's a trait often found in convertible cars, but the baby Range Rover coped well. That bodes well for its on-road manners, too, but we'll have to wait until 2016 to drive it. When the car launches, it'll cost about £5,000 more than the normal Evoque, with prices from around £47,500.

### NEW CLASS

Evoque cabrio pioneered a new sector of the market when the wraps came off in November



## NEWS Drug-driving laws taking effect

POLICE confirmed over 2,000 roadside tests have been carried out since drug-drive laws were introduced in March.

And we found that over half the motorists tested positive, with 854 caught using cannabis. A further 150 had a mix of cannabis and cocaine.

Our story also found half of forces in England and Wales either weren't using the new laws, or weren't collecting data.



Pohleite

## NEWS Extreme new Bentayga is on way

IF Bentley's £160,000 Bentayga is too subtle for you, it will unleash a faster, more extreme version next year.

Our exclusive image showed what the car could look like, with a coupé roofline and aggressive bodykit. Expect a tweaked 6.0-litre W12 engine to give it a near-200mph top speed. We also drove the standard Bentayga, giving it four stars and hailing it "incredible".



# 832

### INJURIES ON ROAD

Serious injuries to passengers and drivers in November. It's the peak month for casualties on the roads.

# 10.3

### TYRE TEST SHOCK

Metres difference in braking distance between a set of new and part-worn tyres in our Winter Special test.

# 1,253

### MOT PASS APPEALS

Drivers appealing MoT passes in 2014. It's done by used buyers who think their car shouldn't have had a certificate.

## to pass test again

AUTO Express teamed up with the Institute of Advanced Motorists (IAM) to find out how many drivers would pass their driving test again.

The test itself turned 80 this year and we were keen to see how many bad habits drivers had picked up over the years.

With the help of two assessors, we re-tested 12 drivers aged from 26 to 82 and just half of them passed, with the most common fails for speeding and not using their mirrors.

## DRIVES New Prius ups its game

WE were out in force in Japan this year, with our team of reporters bringing you all the news from the Tokyo Motor Show. The show also gave us a chance to try the new Toyota Prius, which goes on sale next year in the UK.

The styling might not be to everyone's taste, but underneath, the new TNGA modular platform ensures there's more space for passengers.

But it's efficiency that's most crucial for the Prius. Its 134bhp 1.8-litre petrol-electric combo claims 94mpg and CO<sub>2</sub> emissions of 70g/km – enough to beat the daily London Congestion Charge.



## TESTS XF pips A6 to executive car crown

GIVEN the success of the Jaguar XE, hopes were high for the larger XF model – and it didn't disappoint.

Sleek looks, a cossetting cabin and composed driving dynamics are the highlights, while the V6 diesel delivers a strong blend of performance and efficiency. The cabin can't match the Audi's, but a more attractive price and longer kit list helped the XF take the win.



## NEWS DS 3 SUV set for 2018 debut

**AE** ANOTHER Auto Express exclusive revealed newly formed DS's plans to take on the popular compact SUV segment in 2018.

The next-generation DS 3 premium supermini will spawn a more rugged, five-door DS 3 SUV, pitched to tackle mainstream models like the Mazda CX-3 and more premium challengers such as the forthcoming Audi Q1. Our image showed its stylish design, with familiar DS touches that will be crucial in this

fashion-led sector. Now separated from Citroen and thrust upmarket, DS aims to have six new cars in its range by 2020, and an SUV is a crucial part of that.

The interior should showcase a big step up in quality from the current DS 3, while a range of turbocharged petrol and diesel engines will feature, plus there's even a possibility of a plug-in hybrid. DS also told us to expect an all-new executive car to take on the Audi A6, a larger SUV and an innovative suspension system.

René Denarets



# DECEMBER

## 1 in 10

### GARAGE COSTS

Number of motorists who pay more than quoted for garage repairs – six in 10 are worried about it, too.

## TESTS Clubman's a hit, but it can't topple Golf

MINI was hoping for an early Christmas present when its new Clubman faced a pair of talented rivals.

Easily MINI's biggest model, the new Clubman took its predecessor's 'twin barn door' style tailgate opening, and grafted it on to the back of the five-door.

The result was a machine that combined a decent 360 litres of boot space and a roomy cabin with the firm's trademark fun driving experience. The Clubman saw off the pricey Volvo V40, but couldn't match the VW Golf.



## FEATURES Half a century



#### SUV STAR

DS is set to venture into new territory with DS 3 SUV – our image shows what it could look like



## DRIVES New GTI Clubsport shows its class on the track

**AE** DECEMBER isn't usually the best month to try out a performance car, but by heading to the Portimao circuit in Portugal we were guaranteed good weather.

We were testing VW's new Golf GTI Clubsport, a car that sits between the GTI and the range-topping four-wheel-drive Golf R. It's 200kg lighter than the R, and with 286bhp it can even beat its brother on a dry track.

That's not just down to the extra power, though – the Clubsport gets aerodynamic upgrades, suspension adjustments and an electronic differential to improve grip when coming out of corners. We recommended the adaptive dampers, too, which cement the Golf's reputation as a truly brilliant all-rounder.

We think the Clubsport is one of the finest-handling Golfs ever thanks to the chassis upgrades, but the brilliant Golf R still makes more sense on Britain's rain-soaked roads.

#### CLUB CLASS

Ultimate version of GTI excelled when we put it to the test on the Portimao track in Portugal



## NEWS Bumper year for British car sales

THE past 12 months have seen record growth in car sales, with 2015 expected to hit a new high.

Already more than 2.2 million new cars have been registered in the UK, with the Ford Fiesta the best-seller.

Our man Ken Gibson spent 2015 celebrating the industry with a series of features looking at each brand with a factory here in our Best of British series.



Automedica

## NEWS Q60 coupé hits the road on test

OUR spy snappers were gunning for a Christmas bonus this year, catching the Infiniti Q60 Coupé undisguised ahead of its reveal in 2016.

It will rival the BMW 4 Series and Audi A5, and we'll most likely see it debut at the Detroit Motor Show in January. Prices are expected to start from around £35,000, with petrol and diesel engines.



# £50m

#### POTHOLE FUND

Money set aside annually by Chancellor George Osborne to pay for pothole repairs from 2016 to 2021.

# 5%

#### POINTS PREMIUM

Average amount extra you'll pay for insurance if you've got just three penalty points on your licence. It costs UK motorists £132m a year in total.

## of Volvo cop cars

AUTO Express celebrated 50 years of Volvo police cars in the UK by getting behind the wheel of one of the original Amazon models pressed into service by Hampshire Police.

The force broke the mould by going foreign with its patrol cars in 1965, flying in the face of the conventional British choice.

It caused national outrage at the time but set a precedent, and a host of other foreign brands have joined Volvos as UK forces' favourite cars.

## NEWS Full details on new 911 Turbo

AS on the facelifted Porsche 911 Carrera we drove earlier in the year, the cosmetic changes to the new 911 Turbo weren't exactly groundbreaking.

There are some new lights and a revised rear spoiler – but what matters with a 911 Turbo is under the skin. So it comes as no surprise that the latest version is more potent than ever. A 20bhp boost means the Turbo S will now hit 205mph flat out, while two-tenths of a second have been shaved off the 0-62mph time, which now stands at 2.9 seconds for the S.



## NEWS Auto Express marks 1,400 issues

IT'S not just the festive season we're celebrating at Auto Express – there's a special anniversary of our own to mark, too. Yes, this issue of your favourite car weekly is the 1,400th to go on sale.

We've done a special road test (Page 118) featuring our very first cover car, plus put together a unique subscription offer (Page 161) to ensure you can join in the celebrations with us.



## James Batchelor

News editor

### Driving a DS

I'd always wanted to drive an original (Citroen) DS, but was happy to consign it to the bucket list – something to do once I'd properly grown up. But the chance to get behind the wheel of one this year was just too good to pass up.

Even better, the drive would be in the perfect place – on the cobbled streets of Paris. Behind the camera lens, all was not well – the city was going through a tropical heatwave and, with temperatures nudging 36°C, the DS's leather seats were hotter than the sun. I even got heatstroke, too, although that's another story...



# OUR PICK OF 2015

THE AUTO EXPRESS TEAM'S HIGHLIGHTS OF THE PAST YEAR



## Stuart Morton

Managing editor

### Compiling our Half Price Heroes feature

AUTO Express has been telling you about the best deals all year, but the biggest bargains were to be found in our Half Price Heroes special in February. This regular feature is always fascinating, as it shows you what great value some of the finest recent new cars now are second-hand. And the most tempting buy for me had to be a Volkswagen Golf GTI Mk5 (above) – the car that revived the hot hatch legend – for less than £5,000. There's still time to raid your savings, sell the kids' presents and treat yourself for Christmas!



## Steve Sutcliffe

Special contributor

### Honda Civic Type R vs BMW M3 vs Audi RS3 track battle

I'VE been a massive fan of the BMW M3 ever since I can remember, so I was more shocked than most when it lost to the new Civic Type R in a track test showdown against the clock. The tight and twisty circuit suited the Honda's fiery front wheel-drive agility, true, but it still blew my mind when I looked at the stopwatch – and realised the Type R had won. But then the new Civic Type R is some car, even if it does ride like a go-kart with concrete tyres.



**"My drive took place in the perfect place – on the cobble streets of Paris. But I got heatstroke as the city suffered a heatwave!"**



### Joe Finnerty

Consumer editor

#### Covering the SEMA show

YOU could accuse some manufacturers of designing clones and simply upscaling them for the latest niche market. So visiting the wacky world of tuning at the SEMA show this year was a breath of fresh air. It's so typically American it couldn't be anywhere other than in Las Vegas, and from jacked up monster trucks to slammed hot rods to modified Mustangs, it's the world's craziest car show. And, with the tuning business a multi-billion-dollar market, manufacturers are paying SEMA more attention than ever.



### Martin Saarinen

Consumer reporter

#### Becoming a salesman

THE Saarinen family tree includes an uncle who was once the top-selling Toyota sales executive in Finland, so I was curious to see if any of his skills ever found their way down to me. I joined the sales guys at Audi Slough in trying out a new piece of tech that allows the sales staff to record their pitches to potential buyers. The CitNOW videos are sent via E-mail in response to personal queries and are slowly transforming the industry, with buyers now heading back to the showrooms. Shortly after our video was uploaded online, the Internet discovered why I don't sell cars for a living.



### Sean Carson

Senior road tester

#### Driving the Porsche 911 GT3 RS

MY personal highlight of 2015 has to be our first UK drive of the Porsche 911 GT3 RS. This naturally aspirated, rev-hungry machine is so well honed, it's the best example of the 911 breed. In fact, I think it's the finest sports car on sale today. The sound, the steering and the engine are all sublime – and finally getting it on UK roads proved that, despite its hardcore focus, it's still usable in this country.



### Dean Gibson

Deputy road test editor

#### Land Rover Defender Autobiography first drive

WHILE the Land Rover Defender is cramped, creaky and a bit of a slog to drive compared to any modern car, it was arguably the most fun of any car that I've driven in the past 12 months. It put a smile on my face, my son loved climbing in and out of the back, and even my wife fell for its character. I'd love to own one but, sadly, the Autobiography model's £60,000 price tag is well out of my price range.



**Richard Ingram**  
Deputy news editor  
**Driving the original NSX**

A BOYHOOD dream came true this year when I was given the chance to sample a pair of original Honda NSXs. To mark the arrival of an all-new hybrid model in 2016, we grabbed the keys to see how the first truly usable supercar had aged over the past two decades. It was remarkable how easy it was to drive, while the linear power delivery surprised me even by today's standards. They say never meet your heroes. In this case, I'm glad I did.

**“We grabbed the keys to see how the first truly usable supercar had aged. It was remarkable how easy the Honda NSX was to drive”**



**James Disdale**  
Road test editor  
**Blast-off in the Ariel Nomad**

OUR annual Fast Fun Cars shoot-out is always a highlight – and this year's was no exception. The brilliant Porsche 911 GT3 was the overall winner, but it was two stripped-out Brits that left the biggest impression. Both the diminutive Caterham Seven and barmy Ariel Nomad abandoned creature comforts in favour of pure driving thrills. In 270R form, the Caterham's ability to connect car and driver and road is unrivalled. The Ariel delivers a similar experience, with the added bonus that you can enjoy it off-road too!



**Jonathan Burn**  
Senior news reporter  
**Mercedes F015 concept ride**

WHILE some of my colleagues revel in driving classic cars such as the original DS or first-generation Honda NSX, I like to look into the future. So you can imagine my excitement when I was given the opportunity to ride in Mercedes' visionary F015 driverless concept earlier this year. The 5.2-metre-long spaceship generates its own electricity, can travel 684 miles on a tank of hydrogen and will even weave its way through traffic totally unaided. Oh, and there's more room inside than the biggest luxury limos, too.





**Steve Fowler**  
Editor-in-chief  
**Driving the Volvo XC90**

EVERY now and again, you drive a car you know is super-special within the first few yards. That happened when I got behind the wheel of the new Volvo XC90. I was one of the first journalists to drive it and had been introduced to the car months earlier in Sweden by the design and tech teams – two areas it scores highly. The drive didn't disappoint either, with my summary being it's like a Range Rover, but for half the price.

**"I had been introduced to the car months earlier in Sweden by the design and tech teams – two areas it scores highly"**



**Graham Hope**  
Deputy editor  
**Unveil of the Mazda RX-Vision**

IT'S rare that the announcement of a car at a press conference prompts a spontaneous round of applause and cheering from a gathering of seasoned journalists. But that was the response when Mazda showed its rotary-engined RX-Vision concept at the Tokyo Motor Show. The return of Mazda's signature tech is a big deal, especially in Japan, and the enthusiasm from both the company and fans for a new RX-7 coupé was infectious. The fact the RX-Vision looked so stunning is the icing on the cake.



**Mat Watson**

Mat\_Watson@dennis.co.uk  
@mat\_watson

IT'S been our biggest ever year for videos – in the past 12 months we produced more than 200 reviews and had more than 40 million views on our YouTube channel. And for me there are two videos which stand out as personal favourites...

## Video highlights 2015



### Civic Type R vs CBR1000RR

THE Internet loves a good car vs motorbike video, and for this one we were able to not only stage a battle between four and two wheels, but also between two of Britain's best racers. The British Touring Car Championship and British Superbikes were both represented as Honda sent its factory driver and rider to do battle, and this video includes my favourite scene I've ever shot – with racer Matt Neal getting massively sideways in the Civic while chasing down rider Dan Linfoot on the CBR. It's worth watching just for that.



### Driving to Amsterdam in a BMW i3

THIS may not have had quite as many views as the video above, but it was a lot of fun – unfortunately, for all the wrong reasons. We set about driving the BMW i3 from the UK to electric car-loving Amsterdam, although my intention to do most of the distance under electric power didn't exactly work out as planned. In fact, the whole event turned into a comedy of errors. You can check out precisely what went wrong by watching the video.



# Road test special

Visit [autoexpress.co.uk](http://autoexpress.co.uk) for the latest new cars & drives





## Auto Express celebrates 1,400 issues by driving our favourite 1,400cc cars

**AE** AUTO Express has reached the incredible milestone of 1,400 issues, and to celebrate we've gathered together 10 of the quirkiest and coolest 1,400cc-engined cars of the last quarter of a century or so.

Like Auto Express itself, the fashion for 1.4-litres started in the late eighties, when the cheapest company car choices needed to have engines that squeezed in below the 1,400cc threshold. The way that Benefit in Kind tax is calculated has changed a lot since then, but the appeal of 1.4-litre models remains.

From superminis to sports cars, with everything in between, the 1,400cc engine has been at the heart of some of the cleverest and most characterful cars to hit the UK's roads.

So join us as we celebrate an Auto Express landmark with a very special road test gathering.



Pictures: Pete Gibson/Otis Clay  
Location: Rockingham Motor Speedway, Northants  
Thanks to: Irish Ferries ([www.irishferries.com](http://www.irishferries.com))



## Reliant Scimitar SST

**YEARS:** 1990-1992 **PRICE NEW:** From £1,000 **ENGINE:** 1.4-litre 4cyl, 75bhp

RELIANT may have been most famous for its three-wheelers, but it has also dabbled in sports cars. The original Scimitar of the sixties and seventies was a V6-powered machine that was famously popular with Princess Anne. Yet Reliant revived the name in the eighties with the Scimitar SS1.

It first arrived in 1984, with a spaceframe chassis, full independent suspension and a wedge-shaped roadster body. With styling penned by famed Italian designer Giovanni Michelotti – in fact it was his last design – the distinctive lines and Porsche 928-style flip-up headlamps gave it a sharp look.

Engines included Ford's then-current CVH unit, and while the first cars had 1.3-litre power, later versions came with a 1.4 CVH, producing a modest 75bhp. The SS1 was an intriguing little sports car, and in some ways it followed the same template made successful later by the Mazda MX-5. Reliant's limited resources meant it only sold in modest numbers, however.

Still Reliant persevered with its roadster, and introduced the second-generation SST model you see here in 1990. The update had bodywork enhanced by designer William Towns – hence the T in the name – and build quality was improved, too. The 1.4 CVH engine was carried over, although it now featured a five-speed gearbox.

The car in our pictures is owned by Scimitar fan Steven Feay, and is one of only five 1.4 SSTs in the UK. Once inside,



the first thing that's clear is that the SST is more spacious than the Caterham (right), with plenty of shoulder and legroom for two. You're surrounded by some familiar switchgear and controls, mainly sourced from Austin Rovers of the era, while Steven has fitted his own custom wind deflector to go with the aftermarket roll hoop.

The SST's unassisted steering delivers good feedback once you're up to speed, and the car's light construction means it feels agile in corners. You also get the sense that the SST's chassis could easily cope with more than the 75bhp the 1.4 CVH offers. This feeling is backed up by the fact that Reliant also sold the SST with a Nissan-sourced 1.8-litre turbo that offered a more potent 135bhp through the rear wheels.

**"You're surrounded by some familiar switchgear and controls, mainly sourced from Austin Rovers of the era"**

## Volkswagen Polo

**YEARS:** 2007-09 **PRICE NEW:** £11,995  
**ENGINE:** 1.4-litre 3cyl, 79bhp

ECO-focused superminis are common now, but even in the late noughties that wasn't the case. The Mk4 VW Polo was the first model to wear the BlueMotion badge, and had a 1.4 three-cylinder TDI engine optimised for efficiency, plus a host of changes to cut the car's already low costs.

Lightweight wheels and low-rolling-resistance tyres, a more aerodynamic grille and longer gear ratios all helped keep CO<sub>2</sub> down to 99g/km, which means it's still free to tax today, nearly a decade on.

The 79bhp TDI featured here belongs to Derek O'Donoghue and his girlfriend Laura Keane. It has a variable-geometry turbo – similar to the Porsche 911 Turbo of the time – so there's more torque available lower down, which means you have to rev the engine less so use less fuel. While 0-62mph takes a lengthy 12.8 seconds, the BlueMotion is about numbers of a different kind, with returns of 72mpg. The engine clatters from cold, although at speed the Polo is more refined, thanks to low cruising revs – even with a five-speed gearbox.

However, the real pleasure is watching the fuel needle taking its time to fall, as the car ekes out its 45 litres of diesel over around 700 miles.

Thanks to: Reliant Sabre and Scimitar Owners' Club ([www.scimitarweb.co.uk](http://www.scimitarweb.co.uk))



## Citroen AX GT

"IT was a choice between the AX GT or a Daihatsu Charade GTi – I think I made the right decision. I took delivery of the AX on 1 August 1988 as my first ever brand new car – and boy did I love it. The throaty 1.4-litre TU engine, low weight and super-sharp steering made it a dream of hot hatch. And crucially, it didn't cost too much to insure. Mine was a bit odd in turning up with steel wheels, not alloys (Citroen will still have my letters of complaint on file!), but for sheer fun, few hot hatches have ever been able to match my little AX GT."



**Steve Fowler**  
Editor-in-chief



# Caterham Seven K Series

**YEARS:** 1991-2013 **PRICE NEW:** £13,180 **ENGINE:** 1.4-litre 4cyl, 105bhp

CLASSIC looks and modern tech are an enticing mix in a sports car, and the Caterham Seven Classic has them both. The original Seven's design stretches all the way back to 1957, but under the bonnet is the same fuel-injected, 16-valve engine found in the Rover 200.

In combination with the car's 500kg kerbweight, the 105bhp 1.4-litre Rover K Series helps the Seven sprint from 0-62mph in 6.5 seconds and on to 110mph. But there's even more fun to be had at

lower speeds thanks to the car's balance. There's not much grip, but the detailed feel through the wheel gives the confidence to adjust your line with the accelerator, and you really have to rev it to extract the maximum due to the small capacity.

Cocooned in the tight cockpit, you'll soon realise ergonomics have never been Caterham's strong point, but with a heater and a heated windscreen, there's enough to keep you comfortable until you find that perfect road.

## BlueMotion



"The real pleasure is watching the fuel needle taking its time to fall"



Thanks to: [polodriver.com](http://polodriver.com)

# Mercedes A140

**YEARS:** 1997-2004

**PRICE NEW:** £14,490

**ENGINE:** 1.4 4cyl, 80bhp

IT'S easy to forget how influential the original A-Class was. Mercedes' first people carrier was tall, but had a short wheelbase. The height came from a clever 'sandwich' floor design, which means you climb up into the car so that in a crash, the engine and gearbox would slide under the split floor, rather than towards the driver's legs.

However, the A-Class initially made safety headlines for the wrong reasons, when it flipped over in testing during a high-speed swerve test. But Mercedes solved the problem so the car's packaging didn't go to waste – plus with ESP standard on all models, it moved the game on another step.

You need to push the 80bhp 1.4-litre petrol hard to get the A-Class going, which affects the refinement. And with solid, dull grey plastic covering the dash it's easy to date the A140 to a time when Mercedes' build quality was on the wane.

Still, the A-Class' cabin feels roomy, and while it might not look premium today, it opened up the three-pointed star to a whole new group of buyers. Like the Audi A2 that's also a part of our 1,400cc road test, the Mercedes was ahead of its time.



## Renault 5 Turbo

"JUST thinking about the mad Renault 5 Turbo is enough to make me smile. Loosely based on the standard French supermini, the wild turbo featured a mid-mounted 1.4-litre turbocharged engine, rear-wheel drive and wide wheelarches front and rear. Designed in the early eighties as a limited run Group B machine for the World Rally Championship, the fiery 5 is now a seriously expensive collector's item."



**Lesley Harris**  
Road tester

# Volkswagen Golf GTE

**YEAR:** 2015 **PRICE NEW:** £28,775 (inc Govt plug-in grant)

**ENGINE:** 1.4-litre 4cyl/electric motor, 201bhp

MOST of our 1,400cc contenders are cost effective entry-level models – except for the cutting-edge flagship that is the VW Golf GTE. Beneath its conventional hatchback bodywork beats a hi-tech plug-in hybrid heart that aims to effortlessly combine performance and penny-pinching running costs.

By mixing a 1.4-litre turbo petrol engine and a powerful electric motor, VW has created a car that delivers 201bhp, yet promises 166mpg. Plug the Golf into the mains and you can travel around 30 miles in zero emissions electric mode.

Externally, the GTE is distinguished by its distinctive blue trim inserts, while inside the car is heavily influenced by the racy GTI hot hatch – there's the same flat-bottomed steering wheel and a similar tartan finish

for the seats. It's also every bit as solid and has the same family friendly practicality.

Squeeze the throttle and the Golf glides away silently on battery power alone. Hit the GTE button and the petrol engine joins in, helping it cover 0-62mph in 7.6 seconds. The weight of the hybrid system means the GTE isn't as sharp to drive as its hot hatch brother, but it's composed, grippy and very refined. And what it loses in outright thrills, it makes up for with small bills.

**"You can travel around 30 miles in electric mode"**



## Audi A2

**YEARS:** 1999-2005 **PRICE NEW:** £14,650 **ENGINE:** 1.4 3cyl, 74bhp

**FEW** cars were as ahead of their time as the Audi A2. Designed to showcase the brand's expertise in aluminium engineering, the innovative A2 packed A6 executive saloon-rivalling interior space into a supermini-sized package.

Launched in 1999, the distinctive Audi immediately caused a stir with its style and efficiency. There were a couple of petrol options, but the 1.4-litre TDI was the pick of the bunch. The three-cylinder engine is rattly at idle, but smooths out at speed, while the A2's low kerbweight makes for sprightly performance. It's hardly fun to drive, but the clever engineering adds real desirability.

Sadly, buyers weren't ready for the costly A2, and production ceased in 2005. Today, the low running costs and roomy interior would be a surefire hit.



## Peugeot 205 XS

"WHEN I was a student in the late nineties, the 205 XS was my dream car. Boasting sharp handling and a peppy 85bhp 1.4-litre, the XS offered GTi thrills without the crippling insurance. My budget only stretched to unloved examples, so I never took the plunge. Now, you're more likely to stumble on a unicorn than find an XS for sale."



**James Disdale** Road test editor



# Vauxhall Nova 1.4SR

YEARS: 1989-1993 PRICE NEW: £7,985 ENGINE: 1.4-litre 4cyl, 71bhp



BOXY styling and blistered wheelarches inspired a generation of car fans in the eighties, and the Vauxhall Nova SR was the aspirational warm hatch for young drivers who wanted thrills without the bills.

In 1989, the original's 1.3-litre was replaced by a larger 1.4-litre. Pumping out 71bhp and weighing not much more than a shoebox (well, 675kg), the SR was rapid for the time. It will go from 0-62mph in 10.2 seconds, which doesn't sound so fast now, but the engine revs freely and charges towards the red line with a snort from its tiny tailpipe.

By modern standards the brakes are wooden, the damping is lumpy and the engine is noisy at cruising speed. The steering is heavy at low speed, but there's also keen turn-in for the time and a surprising amount of grip. It's easy to forget how far modern cars have come, but this 1.4 SR is still a very special little hatchback.



# Fiat Panda 100HP

YEARS: 2006-2010 PRICE NEW: £9,995 ENGINE: 1.4-litre 4cyl, 99bhp



THE Fiat Group has used 1.4 power several times in its history. While current cars such as the Alfa Romeo MiTo and Abarth 595 (opposite) use the turbocharged 1.4 MultiAir engine, the Panda 100HP featured naturally aspirated power.

The 1.4-litre 16v makes 100PS – hence the car's name – and the 100HP got lowered suspension and some chunky styling add-ons to mark it out from the rest of the range. It was the only second-generation Panda to come with a six-speed manual gearbox, and the

closely packed ratios were designed to keep the engine on the boil. That's because peak power is made at a heady 5,800rpm, while peak torque comes in at 4,250rpm, and the engine revs all the way to 6,500rpm.

This rev-happy engine complements the super-stiff chassis. The ride is firm even on smooth roads, but that means the 100HP is hugely entertaining in corners – although the numb steering does peg back the 100HP's performance car credentials.



## Skoda Fabia vRS

"WHILE 1.4 engines have come in many forms, one of the most intriguing was the 1.4 TSI in the second-generation vRS. It uses a turbo and supercharger to produce 178bhp, and gets a seven-speed DSG gearbox to make the most of the power. While fans of the Mk1 diesel weren't keen on the change, I thought it was a refreshing alternative in the hot supermini class – and it swayed me to buy my own Fabia."



**Dean Gibson** Deputy road test editor



## Abarth 595C

**YEARS:** 2012 to date **PRICE NEW:** £21,890 **ENGINE:** 1.4-litre 4cyl, 178bhp

YOU realise the Abarth 595C Competizione is a serious small car when you lower yourself into the rock-hard, figure-hugging Sabelt bucket seat. Turn the key and the four-cylinder 1.4-litre turbo gurgles into life, emitting an angry burble from the high-flow 'Monza' exhaust.

In this Competizione model, power is up to a healthy 178bhp. Push the throttle and not a great deal happens until 2,500rpm, when the turbo really starts pumping. The light gearshift isn't a match for the firm brake pedal or iron-fisted damping, but push the

clutch to snatch a new gear and that loud exhaust gives a snarling pop and crackle.

Despite the precise steering, you still have to muscle the car into corners and make the most of the grip on offer. And in this convertible C version, there's another element to like.

The roll-back roof gives even more access to that exhaust noise, but keeping the roof rails in place means the chassis retains its stiffness. Still, with a tiny rear bench and boot opening, plus the firm ride and hard seats, don't expect the 595C to win any practicality awards.



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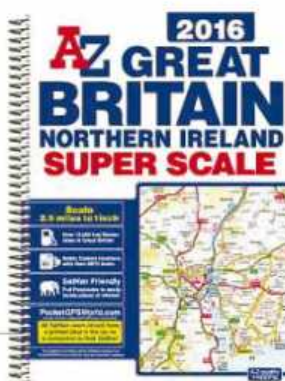
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# Rover 214

**YEARS:** 1989-1995 **PRICE NEW:** £8,775 **ENGINE:** 1.4-litre 4cyl, 105bhp

WHEN planning this road test we knew there was one car that had to be here: the Rover 214. Rewind 27 years and 1,399 issues of Auto Express, and the British hatchback was our first-ever cover star.

Back then the Rover was still a year from launch, so our artist's impression was based on spy shots. Looking at the renderings alongside the final production car, it's clear we were spot-on. There's the same chiselled profile, crisp lines and large glass area. It looks a little plain alongside today's bold designs, but the 200 Series was a gamechanger.

Designed in partnership with Honda, the 200 looked far slicker than its predecessor, and was powered by a new, lightweight

1.4-litre K Series. It was no surprise when the Rover went on to be a huge sales hit.

Even today, the 214 feels lively. This Si model is owned by former Auto Express staffer Craig Cheetham and has just over 30,000 miles on the clock, so the K Series is still smooth and eager, while the unassisted steering is direct and delivers decent feedback. Perhaps the biggest shock is the ride, which is as supple as many modern executive saloons'.

Rover is no longer with us, but hopefully cars such as this will still be going when Auto Express hits 2,000 issues. Of course, that will be a very different test...



## Ford Puma

"I ALWAYS wanted a Ford Puma when I turned 17 and passed my test – partly because the advert with Steve McQueen at the wheel was so cool, and partly because it was a great car with a relatively modest 89bhp from its 1.4-litre engine. Frustratingly, it was always just out of reach for me, and I never did get that Puma, settling for my mum's Mk6 Fiesta instead – but it shared the same torquy engine. The Fiesta's chassis had the same character as the Puma, and you could really have some fun on the right road. However, a drive in the real deal later in life showed me what I was missing at the time."



**Sean Carson**  
Senior road tester



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### NEW PRODUCT

### R.E.V. app-controlled cars

Best price: £99.99 Contact: [www.wowwee.com](http://www.wowwee.com)

REMOTE-controlled cars have been brought into the realm of the smartphone generation by R.E.V. The name stands for Robotic Enhanced Vehicles, and the app-controlled products combine mobile gaming with real-life remote control to provide hours of fun.

The cars look great, and claim to have the kind of solid, durable construction that'll stand up to rough use by keen youngsters.

Linking to the cars using the futuristic R.E.V. app is said to be easy, too: simply hold your phone on top of the car and it

connects. You then drive using 'skid-style' steering, with the maker claiming quick responses through the Bluetooth signal.

Yet the real appeal is in the battles you can have. There's no track; instead you can line up in your living room – either against a friend or the app operating the other car – and it's a case of bashing your opponent, as well as deploying 'weapons' via the app.

You score points in the process, which the app tots up automatically, so R.E.V. combines RC and gaming in one.

### SMASH HIT

Set comprises two R.E.V. cars, and you use app to control them and do battle with your rival – whether that's a real person or a computer



## Cat Dow

### Got a query?

Cat\_Dow@dennis.co.uk  
@AE\_Consumer



### Q Tyre switch dilemma

I NEED to change the front tyres on my SEAT Leon, and am interested in switching from the current Continental SportContacts to Michelin's new CrossClimates, which I noticed are summer tyres. Can I just change two tyres now and replace the other two once they're worn?

Andrew Payne, E-mail

**A** THE CrossClimate is an all-season tyre, but it's a summer design with winter capability. Most all-season tyres are winter patterns with summer capability. We'd advise you to change all four tyres, but if you can only afford to switch two, fit the new tyres at the rear and swap your current rear tyres to the front.

### Q Best upgrade bulbs

THE main beam from my Suzuki Alto's headlights is great, but dipped beam is really weak. Could I replace the existing bulbs with plus 60 per cent versions? If so, which would you recommend?

David Kinnear, E-mail

**A** AS long as the bulbs carry the same spec as those you are replacing them with, you can take advantage of improved halogen tech without invalidating the warranty. Osram's Silverline 2 was the Best Buy in our Issue 1,341 test.

### Q Chamois or microfibre?

MY dad insists a chamois leather is better than a microfibre drying towel, but I think it's easier to wash the latter. What do you think?

Hossan Kamrudin, E-mail

**A** A CHAMOIS is easier to wring out, but a proper version – ie not man-made – can be much more expensive and tougher to use. While this comes down to personal preference, in our experience microfibre technology proves more economical as it's washable and significantly cheaper. The Kent Extra Large Drying Towel was the Best Buy in our Issue 1,317 test. It's £4 from B&Q.



# TOP 20 OF 2015

**AE** Kim Adams

WE get our hands on hundreds of products over the course of the year, and occasionally something stands head and shoulders above the rest and really grabs our attention.

It's often because it brings something new to the market, but we also consider products that are so much better than rivals and deserve special praise. Here, we compile a handy list of our Top 20 products of 2015, with prices from a range of online sources.



We pick out the products that have impressed us most over the past year



## Nextbase DUO

**Best price:** £199.99

**Contact:** [www.nextbase.co.uk](http://www.nextbase.co.uk)

THE Nextbase DUO Twin cam is the only dual dash cam on the market with a zoom on the rear-facing lens. This means it can record what's going on on the road behind you, rather than what's happening in the cabin.

The company has also made great efforts to ensure the split screen monitor replay is precisely matched. Add great image quality and night vision, and the Nextbase DUO sits in a dash cam category of its own.

## Bilt Hamber double speed-wax

**Best price:** £14.95

**Contact:** [www.bilthamber.com](http://www.bilthamber.com)

WE'VE long been impressed with Bilt Hamber's shampoo and wheel cleaner, and this year its wax also wowed us.

The brand's finis-wax has always been a top performer in the past, but the new double speed-wax takes things to a new level with great durability, beading water throughout our six-week test. Not the easiest to apply, but worth the effort.



## Wo-Wo Snow Foam Lance

**Best price:** £29.99

**Contact:** [www.wo-wo.co.uk](http://www.wo-wo.co.uk)

THIS caught our eye during the year, as it provides a neat solution to those who can't get power to where they clean their car, but still want to cover it in snow foam.

The Wo-Wo works off a normal hose rather than a pressure washer, and is well made with metal fittings. It creates plenty of foam that easily covered our car – reducing the amount of grime to be taken off with a mitt or sponge. It doesn't have the blasting power of a pressure washer, but works well and solves a problem.



## Specialised Covers Prestige +

**Price:** From £249

**Contact:** [www.specialisedcovers.com](http://www.specialisedcovers.com)

OUR test winners generally balance price and performance, but it's often the money-no-object choices that take the eye. And that was the case with this tailored indoor car cover.

It was up there with the best for breathability and protection against knocks thanks to the thick two-layer material with a soft, fleecy inside. Plus, it fitted perfectly and can be customised to your own colour, piping, stripe and logo preferences. No surprise, then, that it's still on the test car...



## Osram Night Breaker Unlimited Xenarc bulb

Best price: £84.95

Contact: [www.osram.com](http://www.osram.com)

AFTER 20 years of industry-leading testing, it's rare that Auto Express performs a test for the first time these days. But it happened in 2015 when we rated HID headlamp bulbs.

The results were a revelation. Not only did they expose the awful beam produced by cheap lamps, but also just how much better the latest performance versions are compared to standard bulbs.

Both Philips and Osram's bulbs impressed, yet the latter's Night Breaker Unlimited was best.



## Ring Smartcharge RSC612

Price: £80

Contact: [www.ringautomotive.co.uk](http://www.ringautomotive.co.uk)

WHILE flat batteries are inconvenient, they can usually be fixed by charging from the mains. The problem is identifying why the battery went flat. If it's not something obvious – like leaving the lights on by mistake – this Ring charger can help pinpoint what's wrong.

It includes diagnostic tools, monitoring battery power and capacity, plus an alternator. That's on top of a versatile and powerful charger with several modes. A great addition to the workshop.

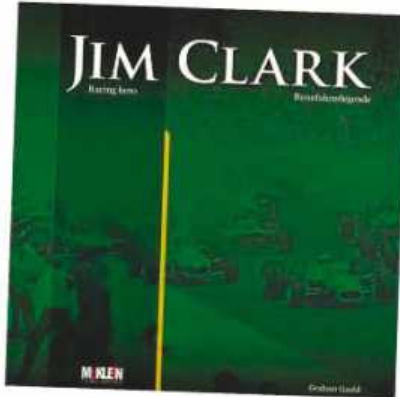
## Pioneer AVIC-F70DAB multimedia head unit

Price: £589.99

Contact: [www.pioneer.co.uk](http://www.pioneer.co.uk)

OUR top 20 wouldn't be complete without Auto Express's Product of the Year. The Pioneer AVIC blew us away in May, as it's the first aftermarket head unit to offer Apple CarPlay and Android Auto connectivity.

It combines superb quality with a long list of features, including DAB radio and navigation by HERE. While the system is expensive, at just shy of £600, you get a great deal for that price, plus the easy set-up and intuitive interface make it feel like money well spent.



## Jim Clark: Racing Hero

Best price: £54

Contact: [www.mcklein-imagedatabase.com](http://www.mcklein-imagedatabase.com)

THIS coffee table book, written by Graham Gauld, easily made it on to the shortlist of the RAC Motoring Book of the Year awards. Previously unseen photographs and well written text chart the illustrious racing career and personal life of Jim Clark.

The talented Scot made racing history with Lotus in the sixties, winning championships in Formula One, touring cars and the Indy 500 before his untimely death at a Formula Two event in 1968.

This £54 splurge is a must for any motorsport fan, and earned a deserved five stars when we reviewed it in March.

## Anki Overdrive

Price: £149.99

Contact: [www.anki.co.uk](http://www.anki.co.uk)

WE featured the original Anki Drive last year, but this new smartphone-operated slot car-style racing set moves the game on further. Overdrive replaces the original roll-out vinyl mat with magnetic plastic track pieces, which are easy to put together for hundreds of different layouts.

Plus, you can boost the comprehensive starter pack by buying crossovers, corners and jumps. Add a great, app-based racing system, and there's potential for hours of fun.





## Strakka Simulator

Price: £450 half day, inc engineer  
Contact: [www.strakkaracing.com](http://www.strakkaracing.com)

STRAKKA'S half-day simulator experience brought out the motorsport fan in us. The professionalism, relaxed setting, location and affordability make for a brilliant day out for any budding race champion. You get coaching from real FIA WEC and Formula Renault engineers, who

are incredibly patient, while our driving prowess definitely improved despite the virtual setting.

The compelling factory tour and insight into the Nick Leventis-owned racing teams make this an experience worthy of any petrolhead's time.

## Gyeon Q2 Fabric Protect

Price: £29  
Contact: [www.theultimatefinish.co.uk](http://www.theultimatefinish.co.uk)

IN our recent test of fabric protectors, one product stood out so far above the rest that we simply had to crown it our Best Buy – and it's staying in our garage.

Q2 Fabric Protect from Gyeon wasn't the cheapest option we tested, nor was it the easiest to apply. However, these drawbacks were easily outweighed by the stellar performance. It protected our car seat fabric from anything we could throw at it. This is a brilliant product and one that we can't recommend enough.

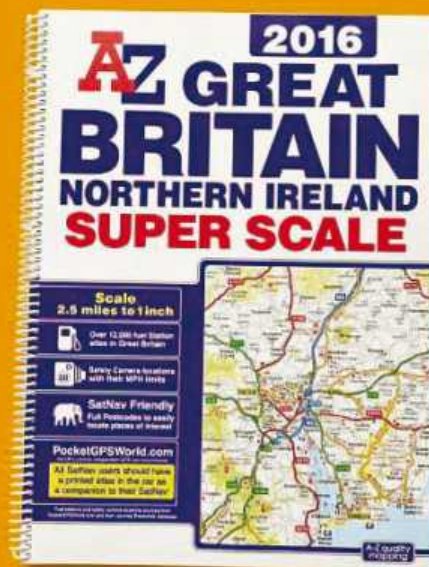


## A-Z Atlas

Price: £14.99  
Contact: [www.azmaps.co.uk](http://www.azmaps.co.uk)

IF you like to keep things old-school and prefer not to use a sat-nav, A-Z's Great Britain and Northern Ireland Atlas is worth a special mention. It's not necessarily the most innovative product on this list, but unquestionably a performer that stood out from the rest in our test of traditional atlases.

What's more, there are postcodes for points of interest given to complement sat-nav use. It's a great example of designers intuitively combining technology and tradition.



## Nokian Weatherproof all-season tyre

Price: £70.98 (205/55 R16)  
Contact: [www.nordiccartyres.com](http://www.nordiccartyres.com)

IT was a year of debuts in 2015, as we conducted our first standalone all-season tyre test – they'd only been included in our winter tyre assessments before.

The latest designs are impressive, yet what really caught our eye was how they performed on snow, where the Nokian Weatherproof reigned supreme. It even topped our comparison winter tyre.



## Black & Decker ORA cordless car vac

Price: £149.99  
Contact: [www.blackanddecker.co.uk](http://www.blackanddecker.co.uk)

THIS cracking cordless vac trumps the old Black & Decker Dustbuster, and it's less than half the price of the Dyson V6 Absolut it faced in our mini test.

Featuring Optimised Runtime + Airflow (ORA) technology, the lightweight cleaner is only 1.2kg. An assortment of attachments coupled with powerful suction allow it to get your car interior back to showroom standards in no time.

The on/off button design protects precious 16-minute battery life more effectively than its pricier peers, and it's really easy to empty, too.





## Mud or Snow?

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## Britax King II child seat

Price: £180

Contact: [www.mothercare.com](http://www.mothercare.com)

THIS innovative new child seat uses an Active Tension System to give your child ultimate comfort in the car. The seatbelt harness, which takes two AAA batteries, glows green once you've popped the child into place and tightened it accordingly.

It then continues to monitor the tension throughout the journey, automatically slackening off if needs be. This is great for children who fidget, and the seat is suitable for those weighing from 9-18kg.



## Philips X-tremeVision bulb

Price: £24.45 (H4 pair)

Contact: [www.philips.com](http://www.philips.com)

PHILIPS' first halogen headlamp bulb promised to deliver 30 per cent more light on the road than a regular version, yet this latest X-tremeVision claims 130 per cent.

Our mini test of H4 bulbs combined readings at 50 and 75 metres from the car, and showed just how good the new Philips is. The even spread of light was one of its defining features.



## TomTom GO 5100 sat-nav

Price: £259.99

Contact: [www.tomtom.co.uk](http://www.tomtom.co.uk)

THE TomTom GO 5100 may not be the cheapest sat-nav system on the market, but with lifetime map updates and other future-proof features, it's an investment that will deliver a great return here in the UK and in

Europe. Its large screen is practical, plus the live traffic updates alter the route to keep you on the move.

The GO 5100 is a five-star performer that's easy to use, even if you're not particularly confident with technology.

## OBD Saver

Price: £169

Contact: [www.obdsaver.co.uk](http://www.obdsaver.co.uk)

ADVANCES in tech have left drivers worried about thieves 'hacking' cars to steal them, and steering wheel lock sales are booming. But OBD Saver is a more refined solution.

The device locks to your on-board diagnostics (OBD) port and rejects unauthorised devices that try to take control of the car. Good news for owners of the BMW X5 and Audi Q7, which have been the target of taken-to-order thefts.



## Motoring and The Law app

Price: £2.29 Available for: iOS, Android

Contact: [www.askthe.police.uk](http://www.askthe.police.uk)

NOT a week goes by when someone in the office doesn't want to check a motoring law, regulation or just their memory of the Highway Code.

This simply designed app stores a library of questions and provides an offline service for checking your knowledge. It's handy to have in case of an emergency, and as it uses the same database police forces rely upon, you can be sure the information is 100 per cent accurate.

## Forza 6 video game

Price: £37.68

Available for: Xbox One

IN a year of disappointing racing games, the long-awaited Forza 6 release was just the tonic we needed. Boasting double the number of cars featured in Forza 5, the new game impressed with its high-quality styling, changeable weather and number of tracks.

The straightforward single player mode is great fun, and even more so with the option of driving Ayrton Senna's McLaren MP4/4 around Spa. This game was worth the wait.



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### 2015 Results V40 Factfile

**Years:** 2012 to present **CO<sub>2</sub>:** 99g/km



**Fuel economy:** 74.3mpg (2.0 D3 SE)

**Best options:** Adaptive cruise control, parking sensors, lane assist, stop/start

**Prices:** From £9,000

**OVERALL SCORE**  
**91.39%**

Bars show where model finished out of 200 cars in our 2015 survey. The lower the rating the better

	200	150	100	50	1	
RELIABILITY						16
BUILD QUALITY						30
RUNNING COSTS						15
PERFORMANCE						89
ROAD HANDLING						41
RIDE QUALITY						89
EASE OF DRIVING						57
SEAT COMFORT						4
PRACTICALITY						169
IN-CAR TECH						28

#### GOOD

"THIS is my 12th Volvo so far, and it's by far the best one yet."

"The brake-assist has saved me twice from crashing into the back of a car."

"I like how the car transforms between Eco and Sport modes."

"A very comfortable car to do long journeys with."

"I can fit the whole family and our German Shepherd dog in with ease."

"It feels very safe, and the driver aids are reassuring."

"Steers and handles brilliantly."

#### NOT SO GOOD

"THE D2 feels a little under-powered to me."

"The ride feels harsh due to the stiff suspension."

"Maybe it's my driving, but the brake pads wear out surprisingly fast."

"The gearchange feels notchy at times."

"When the music is turned up loud, I notice the windows and body panels vibrate loudly."

"I would like better visibility at the rear."

"There was an early clutch failure, but Volvo was quick to fix this."



**How do you rate your car?**  
**Tell us what you think**  
[www.autoexpress.co.uk/driverpower](http://www.autoexpress.co.uk/driverpower)



## Martin Saarinen

**Got any car queries?**

[Martin\\_Saarinen@dennis.co.uk](mailto:Martin_Saarinen@dennis.co.uk)  
@AE\_Consumer

**Q**

### Confused by tax bands

I AM still struggling to get my head around the forthcoming vehicle tax changes. Will I have to pay higher car tax after 2017 when the new laws come in place? My current car emits 99g/km of CO<sub>2</sub>.  
John Davenport, E-mail

**A**

THE changes in vehicle excise duty will only apply to new cars registered after 1 April 2017. This means that any car registered before this date will continue to be taxed under the old system. You will continue to pay zero road tax from 2017 onwards.

**Q**

### Can I reject faulty Cactus?

I BOUGHT a new Citroen C4 Cactus last month, but have encountered some problems. The radio changes station and volume by itself, and the windscreen wipers do not fully wash the screen. Do I have a case for rejecting it?  
Paul Curbishley, E-mail

**A**

IT would be a better idea to contact your dealer and have it rectify the issues. Under the new Consumer Rights Act, it gets one attempt to fix the issues before you can reject the vehicle. If it fails, you can pursue a rejection.

**Q**

### Questions over warranty

I TOOK my three-year-old Vauxhall Zafira to the garage and was told the oil pump needs re-sealing. Vauxhall is telling me that it won't cover this, even though I have a Lifetime Warranty. Is this right?  
Giles Hutchinson, E-mail

**A**

WE spoke to Vauxhall, which confirmed that while the vehicle does have a Lifetime Warranty, it was the seals that failed, not the pump. The pump seals, which are wear and tear items, are only covered for 12 months.

## WORRIED ABOUT EXPENSIVE CAR REPAIR BILLS?



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Which used cars are best for loading up the family and presents in the cold weather this Christmas?

**AE** Richard Dredge  
SANTA manages with a sleigh pulled by reindeer, but this Christmas you'll probably be relying on something more sophisticated to gather your presents, deliver them, transport your family and visit all your friends and relatives around the country. You'll be wanting a car that can cope with icy roads, provide luxurious travel and fit in all those gifts.

This week we've picked used models that do each of these key things really well, but to be included each one had to have a broader range of talents, too. Many are available from only £4,000-£5,000, which means they come with the best festive trait of all: affordability.



# All the car *yule* ever need



## Visiting relatives

### Volvo V70

**Built:** 2009 on **Our pick:** 1.6 DRIVE  
**Priced from:** £8,000

WITH a big enough tank you can have a spectacular range. But nobody wants to pay a fortune to refuel, so here we've looked at economy as well to come up with a long range that won't bust your wallet. Even better if the car's spacious and cheap.

We like the Renault Mégane Sport Tourer 1.5 dCi 106, which claims 62.8mpg and an 829-mile range, the Vauxhall Insignia Sports Tourer (53.3mpg, 821 miles) and Volvo V50 1.6 DRIVE (72mpg, 825 miles). But our pick is Volvo's V70 1.6 DRIVE. It promises 57.7mpg and 889 miles, is comfortable, roomy and safe, and won't break the bank.

#### Or you could have...

#### Jaguar XJ 2.7 TDi

Timeless looks, superb comfort and a 1,000-mile range – all from £7,000.

#### Peugeot 407 SW HDi

A 14.5-gallon tank and nearly 60mpg mean over 800 miles from 1.6-litre diesel.



## Delivering presents

### Mercedes E-Class

**Built:** 2010 on **Our pick:** E350 CDI  
**Priced from:** £12,000

A SEVEN-seater SUV can carry more than a large estate – on paper. But in fact, big wagons such as Mercedes' E-Class are more spacious as they offer a larger surface area; much of an SUV's capacity is down to the boot's height, often unused.

The 2002-10 W211 E-Class is cheap, but poor reliability and high costs are bugbears. So we recommend its successor, with its 1,950-litre maximum boot capacity. Prices are higher, but it's more dependable. All are comfortable, refined, roomy and well equipped, but we'd buy the smooth six-cylinder E350 CDI. As it's rear-driven, fit winter tyres.

#### Or you could have...

#### Ford Mondeo

Estate version of big seller is top value, with lots on sale, plus fun to drive, and has a 1,733-litre boot.

#### Volvo XC70

Very roomy, with an 815-litre boot, plus comfortable and four-wheel drive comes as standard.



## Ferrying the family

### Ford Galaxy

**Built:** 2006-2015 **Our pick:** 2.0 TDCi  
**Priced from:** £4,000

FULL-sized MPVs no longer sell as well as SUVs and crossovers, but there are still some great contenders. One favourite is the Galaxy; it's everything you'd expect of a Ford: well equipped, great value and good to drive.

There are also plenty about, as the Galaxy is the UK's biggest-selling MPV. But it's taken top spot here because this is a car that can genuinely carry seven adults in comfort – although you'll have little boot space in reserve. To transport presents instead of people, fold the rear two rows flat and you'll have a huge 2,325-litre load space at your disposal.

#### Or you could have...

#### Hyundai i800

Unsophisticated, but there's seating for seven and still a massive boot.

#### Vauxhall Zafira Mk1

Seven seats, priced from £500 and not hit by worries about fires, unlike the Mk2.



**Honda CR-V offers the best of both worlds, with plenty of kit plus part-time 4WD to help in wintry conditions**



## Icy weather

### Honda CR-V Mk3

**Built:** 2007-2012 **Our pick:** 2.2 i-DTEC EX  
**Priced from:** £5,500

THE problem with buying a car featuring four-wheel drive to cope with wintry weather is that most of the time you don't need the extra traction in the UK. So during the warmer months you've got more grip than you'll ever require, but you're paying higher fuel bills for the privilege.

The answer is a car that has intelligent four-wheel drive, rather than a full-time set-up – something that sends power to the front wheels only in normal driving, but when any slip is detected also feeds torque to the rear axle to keep you going.

That's what the CR-V does, so you get the benefits of 4WD when you need it, without the higher fuel bills when you don't. And in true Honda fashion you can also expect reliability, along with plenty of kit if you avoid the entry-level editions.

#### Or you could have...

#### Hyundai Santa Fe (2006-12)

A dependable diesel-powered seven-seater for only £6,000. Bargain...

#### SEAT Altea Freetrack 4

Unusual 4WD estate's boot can swallow 1,568 litres of luggage, but prices start at a mere £4,000.



**Discovery offers refined and luxurious transport for up to seven, and is imperious in bad weather**

## SANTA'S BACK-UP

### Land Rover Discovery 4

**Built:** 2009 on **Our pick:** 3.0 TDV6  
**Priced from:** £18,000

OUR six top buys cover all the bases for festive duties, but a seven-seat SUV will do everything – and no used car in this class is more talented overall than the Land Rover Discovery 3 or 4.

It's luxurious, refined and has seven comfortable seats, plus it provides incredible go-anywhere ability. Some cars also feature around-view monitors for easier parking. It's not perfect: reliability can be an issue, prices are high and so too are running costs. But if you want a car that does it all, ask Santa for this – he probably has one as back-up for his sleigh.

#### Or you could have...

#### Audi A6 allroad

Expensive but refined, luxurious, spacious and with standard quattro four-wheel drive.

#### Volvo XC90 Mk1

Safe, comfortable and still stylish, yet row three is cramped and running costs tend to be high.



## Playing festive music

### Lexus IS

**Built:** 2005-2013 **Our pick:** IS 220d SE-L  
**Priced from:** £4,500

MANY car makers offer high-end audio, but to keep the kids amused on long trips you need integrated rear screens. The premium will outweigh the benefits, though, so stick with an aftermarket system, and buy a car with a top-notch factory-fit hi-fi so you can enjoy your festive music in great quality.

You're spoiled for choice, as so many car makers now team up with premium audio brands. One of our favourites is the standard 13-speaker set-up in Lexus' Mk2 IS SE-L – it sounds superb. Throw in low prices and strong reliability, and this smart saloon makes a great choice.

#### Or you could have...

#### Volvo S60

Volvo has long fitted some of the best hi-fi systems going; best of all, the S60 is a real bargain.

#### Audi A8

Most Audis are offered with superb audio upgrades, but the range-topping A8 is one of the most impressive.



## Christmas shopping

### BMW 3 Series Touring

**Built:** 2012 on **Our pick:** 320d Touring  
**Priced from:** £10,000

THE BMW 3 Series Touring (F31) combines practicality with a brilliant driving experience, superb build quality and class-leading engines. It's not the biggest estate, but it should be plenty for most families, with the 460-litre boot extending to 1,385 litres with the seats down.

Because it's not massive, the BMW isn't difficult to park when you're picking up your Christmas shopping, either. What makes the 3 Series much easier to manoeuvre is the around-view camera system, which was a £500 option available in conjunction with front and rear parking sensors.

#### Or you could have...

#### VW Touran

MPV was available with a self-parking option, and there are seven seats to carry the family.

#### Toyota iQ

While there's not much carrying capacity, a tight turning circle and tiny size make city car easy to park.



# TOP FIVE Cheapest new cars

**Best buys** Motoring on a budget doesn't have to mean compromise as we pick our favourite bargains

## Dacia Sandero

Years: 2012 to date Engine: 1.2-litre 4cyl, 74bhp  
Insurance group: 2 Economy/CO<sub>2</sub>: 49mpg/135g/km

**WHY?** It's been three years since the Sandero's UK debut – although it launched on the Continent in 2008 – and still no rival has been able to knock the no-frills Dacia off the top of the cheapest car charts. Less than £6,000 buys a showroom-fresh Sandero with a full warranty, as well as five doors and space for four adults. What you shouldn't expect is a high-quality feel or much in the way of creature comforts, as these Access-spec cars have unpainted bumpers, don't feature air-con and even do without central locking. The 1.2-litre petrol engine is also slow and inefficient, but you get what you pay for here – and you're not paying much.

**From £5,995**

**1st  
NON-  
MOVER**



## Renault Twizy

Years: 2012 to date Engine: Electric motor, 17bhp  
Insurance group: 10 Economy/CO<sub>2</sub>: N/A/0g/km

**WHY?** Highlighting the Sandero's cheapness, the next model here isn't even a traditional car. The funky electric Twizy is classed as a quadricycle, which means you can 'drive' it on a bike licence. It's only 2.3 metres long, however, while the top speed is just 52mph. Even so, the Twizy is huge fun to drive, with a Lotus-developed chassis and zippy performance.

**From £6,895**

**2nd  
NON-  
MOVER**

## Dacia Logan MCV

Years: 2013 to date Engine: 1.2-litre 4cyl, 74bhp  
Insurance group: 4 Economy/CO<sub>2</sub>: 49mpg/135g/km

**WHY?** Launching a year after the Sandero, the Logan MCV follows a very basic Dacia principle: take a small car, add a big boot and charge an extra £1,000. If you want a cheap vehicle and regularly lug things around, it's either a second-hand estate or this – and the Logan's vast 573-litre load capacity is bigger than some family wagons that cost twice as much.

**From £6,995**

**3rd  
NON-  
MOVER**



## Vauxhall Viva

Years: 2015 to date Engine: 1.0-litre 3cyl, 74bhp  
Insurance group: 3 Economy/CO<sub>2</sub>: 63mpg/104g/km

**WHY?** Vauxhall nipped into fourth position on the cheapest new models list with its city car. Reviving the iconic name, the Viva is the most refined choice here and offers a decent amount of equipment for the money. It's smaller than the Sandero and Logan, but features more creature comforts and better build quality, and it drives reasonably well, too.

**From £7,995**

**4th  
NEW  
ENTRY**

## Suzuki Celerio

Years: 2015 to date Best engine: 1.0-litre 3cyl, 67bhp  
Insurance group: 7 Economy/CO<sub>2</sub>: 66mpg/99g/km

**WHY?** Another new entry, the Celerio was introduced by Suzuki to replace both of the company's ageing small cars – the Alto and Splash. As with the Vauxhall Viva, it was designed to offer just enough kit and practicality for basic transport. But the Celerio is surprisingly accomplished to drive and boasts more equipment than the Viva, even if it looks a bit bland on the outside.

**From £7,999**

**5th  
NEW  
ENTRY**



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# Open champions

Which of these sporty cabriolets offers a better blend of style, fun and usability?

Swift gearchanges and quick steering make Jag real fun



**Jaguar F-Type**  
25.5mpg (official)  
£77 fill-up



## F-Type V8 S Convertible

**Years:** 2013 to date **Engine:** 5.0-litre V8, 488bhp  
**Insurance group:** 50 **Econ/CO<sub>2</sub>:** 26mpg/259g/km  
**Why?** Jaguar's dramatic F-Type is stunning to look at, amazing to drive and actually pretty good value.

**Prices from: £47,950**

JAGUAR has had many subdued sporting saloons, coupés and convertibles in its history, but the F-Type isn't one of them. Underneath its head-turning body lurks a huge 5.0-litre supercharged V8 engine, which makes an astonishing noise throughout the rev range.

Despite the extra power, the F-Type's weight and lack of traction mean it posts similar acceleration times to the Porsche 911, but it's more exciting on the road. Push hard, and you'll find it more of a handful at the limit, although its quick steering, swift gearshifts and compact dimensions make for lots of fun on a twisty road. Ease off, and the Jaguar is a surprisingly refined and comfy cruiser.

That's helped by the snug, leather-lined cabin, which boasts lots of premium features and kit. Still, it's not as well built as the 911, and the boot is smaller as well. The F-Type finished a strong 34th in our Driver Power 2015 satisfaction survey, but owners marked down its practicality and running costs.



**Generous standard equipment gives Jag an edge over its rival; boot is a letdown, though**

## 1 Jaguar F-Type ★★★★★☆

JAGUAR'S F-Type has its flaws, but its charm and blistering engine are hard to argue with. A comfortable cabin and its value give it the edge, although the 911 is the more practical choice.



Rear-engined layout gives the 911 better grip



**Porsche 911**  
31.7mpg (official)  
£68 fill-up



**Porsche interior looks and feels the part, while the boot is bigger than the F-Type's, at 145 litres**

## 2 Porsche 911 ★★★★★☆

THE Porsche is actually the more accomplished car here, but it narrowly loses out due to its high price tag and limited standard equipment. If money isn't an issue, then it's worth considering.

## 911 Carrera S Cabriolet

**Years:** 2012 to date **Engine:** 3.8-litre 6cyl, 395bhp  
**Insurance group:** 50 **Econ/CO<sub>2</sub>:** 32mpg/210g/km  
**Why?** Latest 911 is the most refined, practical and usable model ever, yet it remains really involving.

**Prices from: £63,995**

PORSCHE'S history of convertible 911s has been a bit rocky, with enthusiasts never quite accepting their less agile handling. Yet the 991 generation car managed to offer a driving experience that was nearly as good as the coupé's, with proper wind-in-the-hair thrills. The 3.8-litre flat six isn't as brutal or charming as the Jag's V8, but it's just as quick, given a few thousand revs, and more efficient.

Its rear-engined layout delivers more grip than the Jag, with better balance and superb steering. The quick PDK gearbox and strong brakes mean it'll easily keep up, but the F-Type driver might still enjoy themselves a bit more.

The Porsche has a comfortable ride and is technically more practical than the Jag, thanks to two small rear seats and a decent-sized boot. It's just a shame that optional extras make it substantially more expensive to buy than the F-Type. The latest 911 didn't feature in our Driver Power 2015 satisfaction survey, but there aren't many reports of faults so far.



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## HOW OUR GUIDE WORKS

**PERFORMANCE:** This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100kph), in seconds.

**ECONOMY AND EMISSIONS:** The combined cycle economy and emissions figures in miles per gallon and grams per kilometre of CO<sub>2</sub>. Figures are recorded in regulated tests, but may not be representative of actual efficiency in everyday driving.

**INSURANCE:** Group rating as quoted by the Association of British Insurers.

**WARRANTY:** By each manufacturer's name is the basic warranty period in months for mechanicals, corrosion and paintwork.

**LIST PRICE:** This is the on-the-road figure and includes VAT, delivery to dealer, 12 months' road tax, number plates and the first registration fee. Electric cars include the Government's Plug-in Car Grant.

Spotted an error? Email: [dean\\_gibson@dennis.co.uk](mailto:dean_gibson@dennis.co.uk)

**WILL IT FIT?** Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

**DRIVER POWER POSITION:** Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK from one to 100. The lower the number, the higher the score.

**ECO BAND:** New cars fall into 13 CO<sub>2</sub> bands from A-M. Our guide shows which eco bracket each vehicle is in and how much road tax you pay in the first year and each subsequent year. However, we advise you to double check a specific model's rating.

**BAND A:** Up to 100g/km CO<sub>2</sub> (road tax exempt)  
**BAND B:** 101-110g/km CO<sub>2</sub> (exempt/E20)  
**BAND C:** 111-120g/km CO<sub>2</sub> (exempt/E30)  
**BAND D:** 121-130g/km CO<sub>2</sub> (exempt/E110)  
**BAND E:** 131-140g/km CO<sub>2</sub> (E130/E130)  
**BAND F:** 141-150g/km CO<sub>2</sub> (E145/E145)  
**BAND G:** 151-165g/km CO<sub>2</sub> (E180/E180)  
**BAND H:** 166-175g/km CO<sub>2</sub> (E295/E205)  
**BAND I:** 166-185g/km CO<sub>2</sub> (E350/E225)  
**BAND J:** 186-200g/km CO<sub>2</sub> (E490/E265)  
**BAND K:** 201-225g/km CO<sub>2</sub> (E640/E290)  
**BAND L:** 226-255g/km CO<sub>2</sub> (E870/E490)  
**BAND M:** Over 255g/km CO<sub>2</sub> (E1100/E505)

**EURO NCAP RATING:** At the start of each model range is the official Euro NCAP crash test safety rating (if available). The maximum score for a vehicle is five.

**CONTACT DETAILS:** We've listed the manufacturer's website and brochure hot-line, and also show how many franchised UK dealers there are for each marque.

## ABARTH

[www.abarthcarsuk.com](http://www.abarthcarsuk.com) / Brochure: 0800 2227 8400 / Dealers: 25  
 Warranty: 3 years/60,000 miles

595 - 3657x1627mm, **EURO-NCAP** N/A

DRIVER POWER POS: 87th

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.4 T-Jet (140) 995 Custom	F	43.5	7.9	150	£14610
1.4 T-Jet (140) 995 Trofeo	E	47.1	7.9	139	£15150
1.4 T-Jet (160) 995 Turismo	G	43.5	7.4	155	£18040
1.4 T-Jet (180) 995 Competizione	E	47.1	6.8	139	£19890
1.4 T-Jet (190) 695 Biposto	G	43.5	5.9	155	£3055

595C: add £1800, auto: add £1300 (not Trofeo/Biposto)

## ALFA ROMEO

[www.alfaromeo.co.uk](http://www.alfaromeo.co.uk) / Brochure: 0800 2532 0000 / Dealers: 46  
 Warranty: 3 years/unlimited miles

MiTo - 4063x1720mm, **EURO-NCAP** ★★★★★

DRIVER POWER POS: 155th

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.3 JTDm-2 (85) Progression	A	80.7	12.9	90	£14405
1.3 JTDm-2 (85) Junior	A	80.7	12.9	90	£15505
1.3 JTDm-2 (85) Distinctive	A	80.7	12.9	90	£16745
1.6 JTDm-2 (120) Distinctive	C	65.7	9.9	112	£17910
0.9T TwinAir (105) Progression	A	67.2	11.4	99	£13860
0.9T TwinAir (105) Junior	A	67.2	11.4	99	£14960
0.9T TwinAir (105) Distinctive	A	67.2	11.4	99	£16160
1.4 TB MultiAir (78) Progression	D	50.4	13.0	130	£12760
1.4 TB MultiAir (140) TCT D'Active	D	52.3	8.1	124	£22710
1.4 TB MultiAir (170) Q'foglio Verde	D	52.3	7.3	124	£20300

QV Line: add £750 to Distinctive (not 1.3 JTDm-2)

Giulietta - 4351x1798mm, **EURO-NCAP** ★★★★★

DRIVER POWER POS: 69th

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.6 JTDm-2 (105) Business	B	70.6	11.3	104	£19080
1.6 JTDm-2 (105) Progression	B	70.6	11.3	104	£19500
1.6 JTDm-2 (105) Distinctive	B	70.6	11.3	104	£20750
2.0 JTDm-2 (150) Business	B	67.3	8.8	110	£20380
2.0 JTDm-2 (150) Distinctive	B	67.3	8.8	110	£21930
1.4 TB (120) Progression	F	46.1	9.4	148	£18450
1.4 TB (120) Distinctive	F	44.1	9.4	148	£19700
1.4 TB MultiAir (150) Sprint	E	49.6	8.2	131	£20700
1.4 TB MultiAir (170) TCT Business	C	55.4	7.6	119	£20900
1.4 TB MultiAir (170) Distinctive	E	49.6	7.6	131	£21200
1.75T (240) TCT Q'foglio Verde	G	40.4	6.0	162	£28330

Exclusive: add £1750 to Distinctive. QV Line: add £3500 to Distinctive, auto: add £2160 to 2.0 JTDm-2, £1295 to 1.4 TB (170)

4C - 3989x2090mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.75T TCT 4C	G	41.5	4.5	157	£51500

4C Spider: add £8000

## ALPINA

[www.bmwalpina.co.uk](http://www.bmwalpina.co.uk) / Brochure: 0115 934 1414 / Dealers: 18  
 Warranty: 2 years/unlimited miles

D3 - 4628x1811mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
3.0 auto D3 Bi-Turbo 4dr	E	53.3	4.6	139	£46950
3.0 auto D3 Bi-Turbo Touring	F	52.3	4.6	142	£49950

B3 - 4628x1811mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
3.0 auto B3 Bi-Turbo 4dr	I	37.2	4.2	177	£49950
3.0 auto B3 Bi-Turbo Touring	I	36.7	4.3	179	£49950

D5 - 4913x1860mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
3.0 auto D5 Bi-Turbo 4dr	G	47.9	5.1	155	£56950
3.0 auto D5 Bi-Turbo Touring	G	45.6	5.3	163	£59950

B5 - 4905x4913x1860mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
4.4 V8 auto B5 Bi-Turbo 4dr	L	26.9	4.5	244	£75150

B7 - 5092x1902mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
4.4 V8 auto B7 Bi-Turbo 4dr	L	28.5	4.6	230	£98800

XD3 - 4651x1901mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
3.0 auto XD3 Bi-Turbo	H	42.8	4.9	174	£56450

D4 - 4640x1825mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
3.0 auto D4 Bi-Turbo Coupe	E	53.3	4.6	139	£50950
3.0 auto D4 Bi-Turbo Convertible	G	47.9	5.0	156	£54950

B4 - 4640x1825mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
3.0 auto B4 Bi-Turbo Coupe	I	37.2	4.2	177	£58950
3.0 auto B4 Bi-Turbo Convertible	J	35.3	4.5	186	£62950

B6 - 4894x1894mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
4.4 V8 auto B6 Bi-Turbo Coupe	K	30.1	4.3	219	£50
4.4 V8 auto B6 Bi-Turbo Conv	K	29.4	4.4	224	£50

## ARIEL

[www.arielmotor.co.uk](http://www.arielmotor.co.uk) / Brochure: 01460 78817 / Dealers: 1  
 Warranty: 3 years/unlimited miles

Atom - 3410x1798mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
2.0 i-VTEC Atom 3.5 245	N/A	3.3	N/A	N/A	£30596
2.0 i-VTEC Atom 3.5 310	N/A	2.7	N/A	N/A	£35812
2.0 i-VTEC S/C Atom 3.5R	N/A	2.6	N/A	N/A	£64800

Nomad - 3215x1850mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
2.4 i-VTEC Nomad	N/A	3.4	N/A	N/A	£30000

## ASTON MARTIN

[www.astonmartin.com](http://www.astonmartin.com) / Brochure: 01926 646464 / Dealers: 22  
 Warranty: 3 years/unlimited miles

Rapide S - 5020x2140mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
6.0 V12 auto Rapide S	M	19.9	4.9	332	£50150299

Vantage - 4380x4385x1865mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
4.7 V8 Vantage	M	20.5	4.8	321	£87344
4.7 V8 Vantage N430	M	20.5	4.8	321	£92344
4.7 V8 Vantage S	M	20.5	4.5	321	£97344
6.0 V12 Vantage S	M	17.3	3.7	388	£50139155

Auto: add £5000, Vantage Roadster: add £9000 (not N430)

DB9 - 4720x1875mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
6.0 V12 auto Coupe GT	M	19.8	4.5	333	£50140887

## AUDI

[www.audi.co.uk](http://www.audi.co.uk) / Brochure: 0800 699 888 / Dealers: 121  
 Warranty: 3 years/60,000 miles

A1 - 3954x1740mm, **EURO-NCAP** ★★★★★

DRIVER POWER POS: 152nd

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.0 TFSI (95) SE 3dr	A	60.0	10.9	99	£14530
1.0 TFSI (95) Sport 3dr	A	60.0	10.9	99	£16595
1.6 TDI (116) SE 3dr	A	80.7	9.4	92	£15665
1.4 TFSI (125) Sport 3dr	C	57.6	8.8	115	£16965
1.6 TDI (116) Sport 3dr	A	80.7	9.4	92	£17580
1.4 TFSI (125) S line 3dr	C	56.5	8.8	117	£18900
1.4 TFSI CoD (150) S line 3dr	C	58.9	7.8	112	£251965
1.6 TDI (116) S line 3dr	A	80.7	9.4	93	£19575
2.0 TFSI (231) S1 3dr	G	40.4	5.8	162	£325595

S tronic auto: add £1540, A1 Sportback: add £620, S1 Sportback: add £730

A3 - 4237x1777mm, **EURO-NCAP** ★★★★★

DRIVER POWER POS: 27th

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.2 TFSI (110) SE 3dr	C	57.6	9.9	114	£18865
1.4 TFSI (125) SE 3dr	C	54.3	9.3	120	£20165

1.4 TFSI (150) CoD SE 3dr B | 60.1 | 8.3 | 109 | £12015 |

1.6 TDI (110) ultra SE 3dr A | 83.1 | 10.5 | 89 | £12115 |

2.0 TDI (150) SE 3dr B | 68.9 | 8.6 | 106 | £21 |

1.6 TDI (110) Sport Nav 3dr A | 74.3 | 10.7 | 99 | £122515 |

2.0 TDI (150) Sport Nav 3dr B | 68.9 | 8.6 | 106 | £213865 |

2.0 TDI (184) Sport Nav 3dr B | 68.9 | 7.3 | 108 | £27 |

2.0 TFSI (300) quattro S3 3dr J | 40.4 | 5.2 | 162 | £361230 |

2.5 TFSI (367) quattro RS3 Sp'back J K | 34.8 | 4.3 | 189 | £40795 |

1.4 TFSI (204) e-tron Sportback Sdr A | 176.6 | 7.6 | 37 | £203040 |

S tronic auto: add £1480 to 1.2 TFSI, 1.4 TFSI, 1.6 TDI, 2.0 TDI, S3, add £2910 to 2.0 TDI (184), quattro: add £1430 to 1.6 TDI (not 3dr) and 2.0 TDI (150), £2910 to 2.0 TDI (184) S tronic, A3 Sportback: add £620, A3 Saloon: add £1545, A3 Cabriolet: add £5360 (selected models), SE Technik: add £750 to SE diesels, Sport Nav: add £1225 to SE, S line: add £2150 to Sport

A4 - 4726x1842mm, **EURO-NCAP** ★★★★★

DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.4 TFSI (150) SE	D	54.3	8.7	126	£25900
2.0 TFSI (190) SE	D	51.4	7.2	127	£27700
2.0 TDI ultra (150) SE	A	74.3	8.9	99	£29150
1.4 TFSI (150) Sport	D	54.3	8.7	126	£26850



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Eco band  
MPG  
0-60mph  
CO<sub>2</sub>  
Insurance group  
List price

4.0 V8 auto Flying Spur L 25.9 4.9 254 50 £143725  
6.0 W12 auto Flying Spur M 19.0 4.3 343 50 £154455

Mulsanne - 5575x1926mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

6.75 V8 auto Mulsanne M 16.8 5.1 393 50 £230515  
6.75 V8 auto Mulsanne Speed M 19.3 4.8 342 50 £253155

Continental - 4804x5290x1915-1945mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

6.0 W12 auto GT M 19.5 4.3 338 50 £151655  
6.0 W12 auto GT Speed L 26.7 4.6 246 50 £130915  
4.0 V8 auto GT L 26.7 4.3 246 50 £150725  
4.0 V8 auto GT S L 22.3 3.6 295 50 £238655  
Continental GTC add £13000 to V8, £20,225 to V8 S, £15300 to Speed, £13800 to W12

### BMW

www.bmw.co.uk / Brochure: 0800 325 600 / Dealers: 153  
Warranty: 3 years/unlimited miles

i3 - 3999x1775mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: N/A

eDrive auto i3 A N/A 7.2 0 21 £30980  
eDrive auto i3 Range Extender A 470.8 7.9 13 21 £34130

1 Series - 4324x1765mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: 101st

1.6 118i SE 3dr D 52.3 8.5 125 18 £20780  
1.6 118i Sport 3dr D 52.3 8.5 125 18 £21780  
1.6 120i Sport 3dr E 48.7 7.4 136 21 £23830  
2.0 125i M Sport 3dr G 42.2 6.4 157 28 £26910  
3.0 M135i 3dr J 35.3 5.1 188 37 £31860  
1.5 116d ED Plus 3dr A 83.1 10.4 89 15 £22030  
2.0 118d SE 3dr B 70.6 8.3 104 19 £22860  
2.0 118d Sport 3dr B 70.6 8.3 104 19 £23860  
2.0 120d Sport 3dr C 65.7 7.1 114 24 £25310  
2.0 auto 125d M Sport 3dr D 61.4 6.3 121 30 £30335  
Auto: add £1490-£1685, 3dr: add £530, M Sport: add £1700-£1830

3 Series - 4624x1811mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: 51st

2.0 318i SE D 52.3 8.9 124 23 £24975  
2.0 318i Sport D 52.3 8.9 124 23 £25275  
2.0 320i SE E 48.7 7.3 134 30 £27255  
2.0 320i Sport E 48.7 7.3 134 30 £27555  
2.0 320i M Sport E 47.9 7.3 138 31 £29555  
2.0 330i M Sport G 43.5 5.9 151 36 £32805  
2.0 340i M Sport J 36.7 5.5 179 38 £38125  
2.0 316d SE B 68.9 10.9 109 20 £27435  
2.0 316d Sport B 68.9 10.9 109 20 £27735  
2.0 318d SE C 67.3 9.0 111 24 £28685  
2.0 318d Sport C 67.3 9.0 111 24 £28985  
2.0 320d SE C 67.3 7.5 111 31 £29785  
2.0 320d Sport C 67.3 7.5 111 31 £30085  
2.0 320d EfficientDynamics Plus B 72.4 8.0 102 31 £30845  
2.0 318d M Sport C 64.2 9.0 116 25 £30985  
2.0 320d EfficientDynamics Sport B 68.9 8.0 108 31 £30985  
2.0 320d M Sport C 64.2 7.5 116 32 £32085  
2.0 330d auto M Sport E 56.5 5.6 131 38 £37415  
2.0 335d auto M Sport XDrive F 51.4 4.8 145 43 £40330  
3.0 TTT M3 K 32.1 4.3 204 45 £56595  
Auto: add £1730-£1420, xDrive: add £1550, 3 Series Touring: add £1300-£1340, Sport: add £1000 to SE, Luxury: add £200 to M Sport (not 335d)

3 Series Gran Turismo - 4824x1828mm, EURO-NCAP N/A  
DRIVER POWER POS: 51st

2.0 320i SE G 42.2 7.9 155 31 £29905  
2.0 320i Luxury G 42.2 7.9 155 31 £31905  
2.0 328i SE G 41.5 6.1 157 35 £33105  
2.0 328i Luxury G 41.5 6.1 157 35 £35105  
3.0 335i Luxury J 34.9 5.7 189 38 £40565  
2.0 318d SE D 61.4 9.7 122 24 £31275  
2.0 318d Luxury D 61.4 9.7 122 24 £33275  
3.0 326d SE D 57.6 8.0 130 30 £32375  
3.0 320d Luxury D 57.6 8.0 130 30 £34375  
3.0 325d SE E 54.3 7.1 136 34 £34305  
3.0 325d Luxury E 54.3 7.1 136 34 £36305  
3.0 auto 330d SE E 54.3 5.7 137 40 £37705  
3.0 auto 330d Luxury E 54.3 5.7 137 40 £39705  
3.0 auto 335d xDrive Luxury F 49.6 4.9 149 42 £44120  
Auto: add £1410-£1550, xDrive: add £1500 to 320i, £1515 to 330d, Sport: add £1000 to SE, M Sport: add £250 to Luxury

5 Series - 4807x4998x1860-1901mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: 47th

2.0 520i SE F 44.1 7.9 149 36 £33130  
2.0 520i M Sport F 44.1 7.9 149 37 £35985  
2.0 528i SE G 42.8 6.2 154 40 £36695  
2.0 528i M Sport G 42.8 6.2 154 41 £39530  
3.0 auto 535i Luxury H 39.2 5.7 169 42 £44685  
3.0 auto 535i M Sport H 39.2 5.7 169 42 £44740  
4.4 V8 auto 550i Luxury J 32.8 4.6 199 46 £57610  
4.4 V8 auto 550i M Sport J 32.8 4.6 199 46 £57910  
2.0 518d SE C 62.8 9.7 119 30 £30865  
2.0 518d M Sport C 62.8 9.7 119 31 £33665  
2.0 520d SE C 62.8 8.1 119 33 £32365  
2.0 520d M Sport C 62.8 8.1 119 34 £35165  
2.0 525d SE D 57.6 7.0 129 33 £36980  
2.0 525d M Sport D 57.6 7.0 129 40 £39910  
3.0 auto 530d SE E 55.4 5.8 134 43 £41455  
3.0 auto 530d Luxury E 55.4 5.8 134 43 £44255  
3.0 auto 530d M Sport E 55.4 5.8 134 43 £44270  
3.0 auto 535d M Sport E 53.3 5.3 138 45 £48920  
3.0 auto ActiveHybrid 5 SE F 44.1 5.9 149 44 £47790  
3.0 auto ActiveHybrid 5 Luxury F 44.1 5.9 149 44 £48825  
3.0 auto ActiveHybrid 5 M Sport F 44.1 5.9 149 44 £50625  
4.4 V8 TTT DCT M5 L 28.5 4.3 232 48 £73970  
Auto: add £1535, 5 Series Touring: add £2325, Luxury: same price as M Sport except where listed

5 Series Gran Turismo - 5004x1901mm, EURO-NCAP N/A  
DRIVER POWER POS: 47th

2.0 auto 520d SE F 51.4 8.9 144 33 £38045  
2.0 auto 520d Luxury F 51.4 8.9 144 34 £40845  
3.0 auto 530d SE G 48.7 6.2 153 43 £46965  
3.0 auto 530d Luxury G 48.7 6.2 153 44 £48965  
3.0 auto 535i Luxury J 34.4 6.1 192 44 £49465  
3.0 auto 535d Luxury G 47.9 5.7 154 46 £51885  
4.4 V8 auto 550i Luxury K 30.7 5.0 214 46 £59515  
M Sport: same price as 520d Luxury, add £800 to 530d, 535d, 535d Luxury, add £950 to 550i Luxury

Eco band  
MPG  
0-60mph  
CO<sub>2</sub>  
Insurance group  
List price

7 Series - 5098x5238x1902mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

3.0 auto 740Li G 41.5 5.6 159 44 £72060  
3.0 auto 740Li M Sport G 40.4 5.6 164 45 £75710  
3.0 auto 730d D 60.1 6.1 124 46 £64530  
3.0 auto 730d M Sport D 57.6 6.1 129 46 £68180  
3.0 auto 730dL D 58.9 6.2 127 46 £68480  
3.0 auto 730dL M Sport E 56.5 6.2 132 46 £72760  
xDrive: add £2730 to 730d

2 Series Active Tourer - 4342x1800mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: N/A

1.5T 218i SE C 57.6 9.2 115 13 £23010  
2.0T 220i Sport E 47.9 7.5 137 20 £26310  
2.0T 225i xDrive auto Luxury F 44.1 6.3 148 23 £32745  
1.5 216d SE A 74.3 10.6 99 11 £23945  
2.0 218d SE B 68.9 8.9 109 15 £25090  
1.5T 220d Sport C 64.2 7.6 115 21 £27790  
Auto: add £1250 to 218i, £1400 to 220i, £1550 to diesel, Sport: add £1250 to SE, Luxury: add £750 to Sport, M Sport: add £1000 to Luxury, xDrive: add £3050 to 220d, 2 Series Gran Tourer: add £1700 to selected models

X1 - 4639x1821mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: N/A

2.0 sDrive18d SE B 68.7 9.2 109 N/A £26780  
2.0 xDrive20d Sport D 58.0 7.6 127 N/A £30630  
2.0 xDrive20i auto Sport F 44.8 7.4 146 N/A £31225  
2.0 xDrive25d auto xLine E 56.5 6.6 132 N/A £36060  
Auto: add £1550 to 18d/20d, xDrive: add £1500 to xDrive18d, Sport: add £1500 to SE, xLine/M Sport: add £3000 to SE

X3 - 4657x1881mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: 24th

2.0 xDrive20d SE E 54.3 8.1 136 30 £33795  
3.0 auto xDrive30d SE G 49.6 5.9 159 39 £40295  
3.0 auto xDrive35d M Sport G 47.1 5.3 157 43 £45895  
Auto: add £1550, xLine: add £1500, M Sport: add £3000

X4 - 4657x1881mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

2.0 xDrive20d SE E 54.3 8.1 136 31 £33795  
3.0 auto xDrive30d xLine G 49.6 5.9 159 39 £45395  
3.0 auto xDrive35d M Sport G 47.1 5.3 157 43 £49495  
Auto: add £1645 to 20d, xLine: add £1500, M Sport: add £3000

X5 - 4886x1938mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

4.4 auto xDrive50i SE L 27.2 5.0 242 49 £61185  
2.0 auto xDrive25d SE F 50.4 8.2 149 42 £44280  
2.0 auto xDrive25d SE G 48.7 8.2 154 42 £46565  
3.0 auto xDrive30d SE G 45.6 6.9 162 44 £49365  
3.0 auto xDrive40d SE G 45.6 5.9 164 47 £52025  
2.0 hybrid auto xDrive40d SE A 85.6 6.8 77 41 £51845  
3.0 auto M50d xDrive I 42.2 3.3 177 49 £65040  
4.4 V8 TTT auto X5 M M 25.4 4.2 258 50 £90180  
M Sport: add £4700 to 30d SE or £4125 50i SE, seven seats: add £1410

X6 - 4909x1989mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

3.0 auto M50d xDrive H 42.8 5.2 174 50 £67390  
3.0 auto xDrive30d SE G 47.1 5.7 157 45 £51615  
3.0 auto xDrive40d SE G 45.6 5.8 165 46 £54275  
4.4 auto xDrive50i SE K 29.1 4.8 225 49 £63535  
4.4 V8 TTT auto X6 M M 25.4 4.2 258 50 £93080  
M Sport: add £4120 to 50i SE or £4700 30d SE

2 Series Coupe - 4432x1774mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

2.0 220i Sport F 46.3 7.0 142 25 £26730  
2.0 220i M Sport F 44.8 7.0 148 26 £28080  
2.0 228i M Sport G 42.8 5.8 154 30 £28945  
3.0 M235i J 34.9 5.0 189 39 £30755  
2.0 218d SE C 65.7 8.9 114 20 £24950  
2.0 218d M Sport C 62.8 8.9 119 21 £27300  
2.0 220d Sport C 62.8 7.2 119 24 £27550  
2.0 220d M Sport D 58.9 7.2 125 25 £28900  
2.0 auto 225d M Sport D 60.1 6.3 124 33 £32655  
3.0 TTT M2 J 33.2 4.5 199 N/A £44070  
Auto: add £1535 to 220i, £1545 to M235i, £1550 to diesel, Sport: add £1000 to SE, Convertible: add £3700-£3450 (not 218d, M2)

4 Series Coupe - 4638x1825mm, EURO-NCAP N/A  
DRIVER POWER POS: 19th

2.0 420i SE F 46.3 7.3 144 30 £30125  
2.0 420i Luxury F 46.3 7.3 144 30 £32625  
2.0 428i SE G 42.8 5.9 154 33 £33520  
3.0 428i Luxury G 42.8 5.9 154 34 £36020  
3.0 435i Luxury I 35.8 5.4 185 36 £41725  
3.0 435i M Sport I 35.8 5.4 185 36 £42365  
2.0 420d SE D 60.1 7.5 124 29 £32485  
2.0 420d Luxury D 60.1 7.5 124 30 £34995  
2.0 425d SE E 56.5 6.7 131 34 £35340  
2.0 425d Luxury E 56.5 6.7 131 34 £37930  
3.0 auto 430d Luxury D 57.6 5.5 129 40 £40315  
3.0 auto 430d M Sport D 57.6 5.5 129 40 £40945  
3.0 auto 435d xDrive M Sport F 52.1 4.7 143 41 £45245  
3.0 auto 435d xDrive M Sport F 52.1 4.7 143 41 £45745  
3.0 TTT M4 K 22.1 4.3 204 42 £57055  
3.0 TTT M4 GTS J 34.0 3.8 199 N/A £120770  
Auto: add £1515-£1360, xDrive: add £1535 to 420i, £1500 to 420d, 4 Series Gran Coupe: same price as 4 Series Coupe, 4 Series Convertible: add £4200-£5880 (not 420i, 430d, 435d), Sport: add £1500 to SE, M Sport: add £500 to Luxury

24 - 4239x4244x1790mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: N/A

2.0 sDrive18i G 41.5 7.9 159 38 £29690  
2.0 sDrive20i G 41.5 6.9 159 38 £31790  
2.0 sDrive28i M Sport G 41.5 5.7 159 40 £39340  
3.0 sDrive35i M Sport K 30.1 5.2 219 41 £44960  
3.0 DCT sDrive35i K 31.4 4.8 210 43 £47950  
Auto: add £1890, M Sport: add £3885 to 18i, £3165 to 20i models

6 Series - 4834x1834mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

3.0 auto 640i SE I 37.2 5.3 176 47 £50430

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
3.0 auto 640d SE	F	52.3	5.3	143	48	£62295
4.4 V8 auto 650i Sport	K	32.1	4.6	206	50	£69790
4.4 V8T DCT M6	L	28.5	4.2	231	50	£92350

Convertible: add £4700-£5000, Gran Coupe: same price as Coupe, M Sport: add £3600 to SE, add £2600 to Sport

#### 18 - 4689x1942mm, EURO-NCAP N/A

##### DRIVER POWER POS: N/A

1.5 TTeDrive auto i8	A	113.0	4.4	59	50	£59540
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### CATERHAM

uk.caterhamcars.com / Brochure: 01833 333700 / Dealers: 2  
Warranty: 1 year

#### Seven - 3100-3300x1270-1505mm, EURO-NCAP N/A

##### DRIVER POWER POS: N/A

0.6T 160	C	57.6	6.5	114	N/A	£18995
1.6 270	N/A	5.0	N/A	N/A	N/A	£22995
2.0 360	N/A	4.8	N/A	N/A	N/A	£26995
2.0 420	N/A	3.8	N/A	N/A	N/A	£29995
2.0 5/C 620R	N/A	2.8	N/A	N/A	N/A	£49995

5 Pack: add £2995, R Pack: add £3995, SV chassis: add £2500, DIY kit: £3000 less than factory build

### CHEVROLET

www.chevrolet.co.uk / Brochure: 0800 666 222 / Dealers: 1  
Warranty: 5 years/100000 miles

#### Corvette - 4493x1877mm, EURO-NCAP N/A

##### DRIVER POWER POS: N/A

6.2 V8 Stingray Coupe	M	23.5	3.8	279	50	£69810
6.2 V8 Stingray Convertible	M	23.1	3.8	283	50	£74410

### CITROEN

www.citroen.co.uk / Brochure: 0800 023 4000 / Dealers: 196  
Warranty: 3 years/60000 miles

#### C-Zero - 3475x1475mm, EURO-NCAP ★★★★★

##### DRIVER POWER POS: N/A

64hp auto C-Zero	A	N/A	15.9	0	28	£16995
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#### C1 - 3466x1884mm, EURO-NCAP ★★★★★

##### DRIVER POWER POS: 96th

1.0 VTI (68) Touch 3dr	A	68.9	14.3	95	6	£8345
1.0 VTI (68) Feel 3dr	A	68.9	14.3	95	6	£9595
1.0 VTI (68) S&S Flair 3dr	A	74.3	14.3	88	7	£10535
1.2 PureTech (82) Flair 3dr	A	65.7	11.0	99	11	£10635
1.0 VTI (68) ETG Flair 3dr	A	67.3	14.6	97	7	£11185

5dr: add £400 to Flair 3dr, Airscape: add £160 to select models

#### C3 - 3941x1728mm, EURO-NCAP ★★★★★

##### DRIVER POWER POS: 163rd

1.0 PureTech (68) VT	B	64.2	14.2	102	8	£11075
1.0 PureTech (68) VTR+	B	62.8	14.2	104	9	£12495
1.2 PureTech (82) VTR+	B	61.4	14.2	107	12	£13515
1.2 PureTech (82) Selection	B	61.4	14.2	107	12	£13865
1.2 PureTech (110) S&S Exclusive	B	62.8	10.6	104	18	£15640
1.6 BlueHDi (75) VT	A	80.7	11.3	90	16	£13435
1.6 BlueHDi (75) VTR+	A	80.7	11.3	90	16	£14785
1.6 BlueHDi (75) Selection	A	80.7	11.3	90	16	£15135
1.6 BlueHDi (100) Exclusive	A	83.1	10.8	87	19	£16790

ETG auto: add £620 to 1.2 PureTech (82) VTR+

#### C4 - 4329x1789mm, EURO-NCAP ★★★★★

##### DRIVER POWER POS: 96th

1.2 PureTech (110) Touch	B	60.1	10.9	110	16	£14645
1.6 BlueHDi (100) Touch	A	78.5	11.5	95	20	£16745
1.6 BlueHDi (100) S&S Feel	A	68.5	11.5	86	20	£17545
1.2 PureTech (130) S&S Flair	B	58.9	10.8	110	19	£18190
1.6 BlueHDi (120) Flair	A	78.5	10.6	95	25	£19145
2.0 BlueHDi (150) Flair	A	74.3	8.8	98	29	£20045

#### C4 Cactus - 4157x1729mm, EURO-NCAP ★★★★★

##### DRIVER POWER POS: N/A

1.2 PureTech (75) Touch	B	61.4	12.9	105	9	£12990
1.2 PureTech (82) Touch	B	61.4	12.9	105	9	£13490
1.6 BlueHDi (100) Touch	A	83.1	10.7	87	18	£15490
1.2 PureTech (82) Feel	B	61.4	12.9	105	9	£14690
1.2 PureTech (82) S&S ETG Feel	A	65.7	15.0	98	7	£15390
1.2 PureTech (110) S&S Feel	B	60.1	9.3	107	15	£15890
1.6 BlueHDi (100) Feel	A	83.1	10.7	87	18	£16690
1.6-HDI (92) ETG6 Feel	A	80.7	11.4	92	16	£16890

Flair: add £1400 to Feel

#### C5 - 4779x1860mm, EURO-NCAP ★★★★★

##### DRIVER POWER POS: 112th

2.0 HDi (160) VTR+ Techno Pack	D	57.6	9.1	129	25	£24150
2.0 HDi (160) Exclusive Techno	D	56.7	9.1	129	25	£25750

Auto: add £2415 to 2.0 HDi Exclusive, C5 Tourer: add £1110

#### Berlingo Multispace - 4380x1810mm, EURO-NCAP ★★★★★

##### DRIVER POWER POS: 126th

1.6 VTI (95) Touch	F	44.1	12.8	148	10	£13355
1.6 BlueHDi (75) Feel	C	65.7	15.1	113	12	£15440
1.6 BlueHDi (100) Feel	C	65.7	12.4	113	14	£16040
1.6 BlueHDi (100) ETG Feel	B	67.3	14.3	109	14	£16740
1.6 BlueHDi (100) XTR	C	65.7	12.4	113	15	£17890
1.6 BlueHDi (100) ETG XTR	B	67.3	14.3	109	15	£18440
1.6 BlueHDi (120) XTR	C	64.2	11.4	115	17	£18540

Feel Edition: add £1400 to Feel

#### C3 Picasso - 4078x1730mm, EURO-NCAP ★★★★★

##### DRIVER POWER POS: 108th

1.2 PureTech (110) VT	C	56.5	N/A	115	13	£13490
1.2 PureTech (110) VTR+	C	56.5	N/A	115	14	£15555
1.2 PureTech (110) Selection	C	56.5	N/A	115	14	£16105
1.2 PureTech (110) Exclusive	C	56.5	N/A	115	14	£16650
1.6 BlueHDi (100) VTR+	B	72.4	N/A	101	16	£16620
1.6 BlueHDi (100) Selection	B	72.4	N/A	101	16	£17170
1.6 BlueHDi (100) Exclusive	B	72.4	N/A	101	16	£17720

#### C4 Picasso - 4428x1826mm, EURO-NCAP N/A

##### DRIVER POWER POS: 77th

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.2 PureTech (130) VTR	C	56.5	N/A	115	16	£18270
1.6 BlueHDi (100) VTR	A	74.3	14.3	99	15	£18725
1.2 PureTech (130) VTR+	C	56.5	N/A	115	16	£19570
1.6 BlueHDi (100) VTR+	A	74.3	14.3	99	15	£20025
1.6 BlueHDi (120) VTR+	A	74.3	12.6	100	20	£20785
1.6 BlueHDi (120) Exclusive	A	74.3	12.6	100	20	£22085
1.6 THP (165) EAT6 Exclusive	D	50.4	8.4	130	21	£22710
2.0 BlueHDi (150) Exclusive	B	67.3	9.8	102	24	£23050

Auto: add £1350 to 1.6 BlueHDi (120) and 2.0 BlueHDi (150), Exclusive+: add £2360 to Exclusive

#### Grand C4 Picasso - 4597x1826mm, EURO-NCAP N/A

##### DRIVER POWER POS: 77th

1.2 PureTech (130) VTR	C	56.5	N/A	115	16	£19970
1.6 BlueHDi (100) VTR	A	74.3	14.3	99	15	£20425
1.2 PureTech (130) VTR+	C	56.5	N/A	115	16	£21270
1.6 BlueHDi (100) VTR+	A	74.3	14.3	99	15	£21725
1.6 BlueHDi (120) VTR+	A	74.3	12.6	100	20	£22485
1.6 BlueHDi (120) Exclusive	A	74.3	12.6	100	20	£23785
1.6 THP (165) EAT6 Exclusive	D	50.4	8.4	130	21	£24410
2.0 BlueHDi (150) Exclusive	B	67.3	9.8	102	24	£24750

Auto: add £1350 to 1.6 BlueHDi (120) and 2.0 BlueHDi (150), Exclusive+: add £2360 to Exclusive

### DACIA

www.dacia.co.uk / Brochure: 0800 991199 / Dealers: 127  
Warranty: 3 years/60000 miles

#### Sandero - 4057x1733mm, EURO-NCAP ★★★★★

##### DRIVER POWER POS: 53rd

1.2 16v (75) Access	E	48.7	14.5	135	2	£5995
1.2 16v (75) Ambiance	E	48.7	14.5	135	2	£6795
0.9 TCE (90) Ambiance	C	56.5	11.1	116	6	£7595
1.5 dCi (90) Ambiance	D	74.3	12.1	98	8	£8595

Laureate: add £1400 to Ambiance, Laureate Prime: add £500 to Laureate

#### Sandero Stepway - 4057x1733mm, EURO-NCAP N/A

##### DRIVER POWER POS: 53rd

0.9 Tce (90) Ambiance	D	52.3	11.1	124	7	£8395
1.5 dCi (90) Ambiance	B	70.6	12.1	105	10	£9395

Laureate: add £1800 to Ambiance

#### Logan - 4450x1740mm, EURO-NCAP ★★★★★

##### DRIVER POWER POS: 48th

1.2 16v (75) Access	E	48.7	14.5	135	4	£6995
1.2 16v (75) Ambiance	E	48.7	14.5	135	4	£7795
0.9 Tce (90) Ambiance	C	56.5	11.1	116	9	£8595
1.5 dCi (90) Ambiance	A	74.3	12.1	99	11	£9595

Laureate: add £1400 to Ambiance, Laureate Prime: add £500 to Laureate

#### Duster - 4316x1822mm, EURO-NCAP N/A

##### DRIVER POWER POS: 91st

1.6 16v (105) Access ZWD	G	39.8	11.5	165	6	£9495
1.6 16v (105) Ambiance ZWD	G	39.8	11.5	165	6	£10495
1.5 dCi (110) Ambiance ZWD	D	56.5	11.8	130	10	£11995
1.5 dCi (110) Laureate ZWD	D	56.5	11.8	130	11	£13495

4WD: add £2000, Laureate Prime: add £500 to Laureate

### DS

www.drivesds.co.uk / Brochure: 0800 023 4000 / Dealers: 196  
Warranty: 3 years/60000 miles

#### DS 3 - 3948-3962x1715-1717mm, EURO-NCAP ★★★★★

##### DRIVER POWER POS: 67th

1.2 PureTech (82) D5ign	B	61.4	12.3	107	10	£12295
1.2 PureTech (110) D5style	B	62.8	9.6	104	19	£15995
1.2 PureTech (110) EAT6 D5style	B	60.1	N/A	108	19	£17495
1.2 PureTech (110) 1955 Edition	B	62.8	9.6	104	21	£19095
1.2 PTEch (110) EAT6 Dark Light	B	60.1	N/A	108	21	£20795
1.6 BlueHDi (100) D5style	A	83.1	10.8	87	22	£16595
1.6 THP (165) D5style	D	50.4	7.5	129	26	£16995
1.6 THP (165) D5sport	D	50.4	7.5	129	26	£19095
1.6 BlueHDi (120) D5style	A	78.5	9.3	94	24	£17195
1.6 BlueHDi (120) D5sport	A	78.5	9.3	94	24	£19295
1.6 BlueHDi (120) 1955 Edition	A	78.5	9.3	94	24	£19695
1.6 THP (165) Ultra Prestige	D	50.4	7.5	129	27	£20795
1.6 BlueHDi (120) Ultra Prestige	A	78.5	9.3	94	24	£20995

Cabrio: add £2460 (selected models), D5style: add £1500 to D5ign

#### DS 4 - 4275x1810mm, EURO-NCAP ★★★★★

##### DRIVER POWER POS: 123rd

1.2 PureTech (130) Elegance	C	55.4	9.9	119	17	£19495
1.2 PureTech (130) Prestige	C	54.3	9.9	120	19	£20745
1.6 THP (165) EAT6 Prestige	D	50.4	8.7	130	22	£22445
1.6 THP (210) Prestige	E	47.9	7.8	138	27	£22995
1.6 BlueHDi (120) Elegance	A	74.3	10.9	100	20	£21245
2.0 BlueHDi (150) Elegance	A	74.3	8.8	100	24	£22245
1.6 BlueHDi (120) Prestige	B	72.4	10.9	103	22	£22495
2.0 BlueHDi (150) Prestige	B	72.4	8.8	103	26	£23495
2.0 BlueHDi (180) EAT6 Prestige	C	64.2	8.6	115	27	£25495

Auto: add £1200 to BlueHDi (120), DS 4 Crossback: add £1,000 to Prestige (not 1.6 THP, 2.0 BlueHDi (150))

#### DS 5 - 4530x1871mm, EURO-NCAP ★★★★★

##### DRIVER POWER POS: 106th

1.6 BlueHDi (120) Elegance	B	70.6	12.7	104	25	£25980
1.6 THP (165) EAT6 Elegance	E	47.9	10.4	136	25	£26980
2.0 BlueHDi (150) Elegance	B	68.9	10.6	105	29	£27140
2.0 BlueHDi (150) Prestige	B	68.9	10.6	105	30	£29560
2.0 BlueHDi (150) 1955 Edition	B	68.9	10.6	105	30	£29600
2.0 BlueHDi (180) EAT6 Elegance	C	64.2	9.9	114	33	£29620
2.0 BlueHDi (180) EAT6 Prestige	C	64.2	9.9	114	33	£32040
2.0 HDi auto Hybrid4 (200) Eleg	B	72.4	9.3	103	28	£32470
2.0 HDi auto Hybrid4 (200) Prestige	B	72.4	9.3	103	29	£34890



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Auto: add £1250 to diesels, Titanium X: add £2000 to 1.0 EcoBoost (125), 1.5 TDCi and 2.0 TDCi Titanium, Grand C-MAX: add £1600 (not 1.6 Ti-VCT)

**S-MAX** - 4796x1916mm, **EURO-NCAP** ★★★★★  
DRIVER POWER POS: N/A

1.5 EcoBoost (160) Zetec	F	43.5	9.9	149	19	£24545
2.0 TDCi (120) Zetec	D	56.5	13.4	129	16	£25245
2.0 TDCi (150) Zetec	D	56.5	10.8	129	20	£25995
1.5 EcoBoost (160) Titanium	F	43.5	9.9	149	19	£26245
2.0 TDCi (150) Titanium	D	56.5	10.8	129	20	£27695
2.0 TDCi (180) Titanium	D	56.5	9.7	129	20	£28445
2.0 EcoBoost (240) auto Titanium	I	35.8	8.4	180	26	£31300
2.0 TDCi (210) aut Titanium Sport	F	51.4	8.8	144	27	£32260
2.0 TDCi (180) auto 4WD Titanium Spt	F	48.7	10.5	149	24	£32945
Auto: add £1550 to 2.0 TDCi (150) and (180), 4WD: add £1500 to 2.0 TDCi (150), Titanium Spt: add £1490 to 2.0 TDCi (180) Titanium						

**Galaxy** - 4848x1916mm, **EURO-NCAP** ★★★★★  
DRIVER POWER POS: N/A

1.5 EcoBoost (160) Zetec	F	43.5	10.0	149	19	£26445
2.0 TDCi (120) Zetec	D	56.5	13.6	129	17	£27595
2.0 TDCi (150) Zetec	D	56.5	10.9	129	20	£28345
1.5 EcoBoost (160) Titanium	F	43.5	10.0	149	20	£28595
2.0 TDCi (150) Titanium	D	56.5	10.9	129	21	£29995
2.0 TDCi (180) Titanium	D	56.5	9.8	129	24	£30795
2.0 EcoBoost (240) auto Titanium X	I	50.0	8.6	180	26	£35205
2.0 TDCi (210) auto Titanium X	F	51.4	8.9	144	28	£36145
Auto: add £1550 to 2.0 TDCi (not 120), 4WD: add £1550 to 2.0 TDCi (150) Titanium, add £1365 to 2.0 TDCi (180) auto Titanium X, Titanium X: add £1100 to Titanium (not 1.5 EcoBoost)						

**EcoSport** - 4235x1765mm, **EURO-NCAP** ★★★★★  
DRIVER POWER POS: N/A

1.5 (112) Zetec	F	44.8	13.3	149	9	£14245
1.0T EcoBoost (125) Zetec	D	52.3	12.7	125	11	£15145
1.5 TDCi (95) Zetec	C	64.2	N/A	115	N/A	£15895
1.5 (112) auto Titanium	F	44.8	14.1	149	9	£17045
Auto: add £1500 to 1.5 (112), Titanium: add £1300 to Zetec						

**Ranger** - 5359x1850mm, **EURO-NCAP** ★★★★★  
DRIVER POWER POS: N/A

2.2 TDCi (125) Double Cab	J	37.2	14.9	199	13	£22959
2.2 TDCi (150) Double Cab XL	K	36.2	12.3	206	11	£23649
2.2 TDCi (150) Double Cab XLT	K	36.2	12.3	206	11	£25449
2.2 TDCi (150) Double Cab Limited	K	36.2	12.3	206	12	£27749
3.2 TDCi (200) Double Cab Limited	M	29.1	10.3	256	12	£28949
3.2 TDCi (200) Double Cab Wildtrak	M	29.1	10.3	256	12	£30389
Auto: add £1200 to 2.2 TDCi Limited and 3.2 TDCi Wildtrak, Limited 2: add £600 to Limited						

**Kuga** - 4524x1838mm, **EURO-NCAP** N/A  
DRIVER POWER POS: 110th

1.5T (150) EcoBoost Zetec FWD	G	42.8	9.7	154	20	£20995
1.5T (182) EcoBoost auto Zetec AWD	I	36.7	9.7	179	21	£25145
2.0 TDCi (150) Zetec FWD	E	53.3	10.6	139	20	£22695
2.0 TDCi (150) Zetec AWD	G	47.9	10.7	154	21	£24195
2.0 TDCi (180) Titanium AWD	G	47.9	10.7	154	21	£26345
Auto: add £1485 to 2.0 TDCi AWD, Titanium: add £1650 to EcoBoost Zetec (not 2.0 TDCi (150) AWD), Titanium X: add £2750 to Titanium, Titanium X Sport: add £5700 to Titanium						

**Mustang** - 4784x1916mm, **EURO-NCAP** N/A  
DRIVER POWER POS: N/A

2.3T EcoBoost Fastback	I	35.3	5.8	179	21	£28995
5.0 V8 GT Fastback	M	20.9	4.8	299	21	£32995
Auto: add £1500, Convertible: add £4000						

### GREAT WALL

greatwallmotor.co.uk / Brochure: 08430 227127 / Dealers: 54  
Warranty: 6 years/120,000 miles

**Steed** - 5040x1800mm, **EURO-NCAP** N/A  
DRIVER POWER POS: N/A

2.0 (139) S Double Cab	L	32.8	17.0	222	7	£17998
2.0 (139) SE Double Cab	L	32.8	17.0	222	8	£20398
2.0 (139) Tracker Double Cab	L	32.8	17.0	222	8	£19198

### HONDA

www.honda.co.uk / Brochure: 0845 200 8000 / Dealers: 196  
Warranty: 3 years/60,000 miles

**Jazz** - 3995x1694mm, **EURO-NCAP** ★★★★★  
DRIVER POWER POS: N/A

1.3 i-VTEC S	C	56.5	11.2	116	13	£13495
1.3 i-VTEC SE	C	56.5	11.2	116	13	£14595
1.3 i-VTEC EX	C	55.4	11.2	120	13	£15715
1.3 i-VTEC CVT EX Navl	C	57.6	12.0	114	13	£16815
Auto: add £1100						

**Civic** - 4300x1770mm, **EURO-NCAP** ★★★★★  
DRIVER POWER POS: 41st

1.4 i-VTEC S	D	52.3	13.4	129	8	£15975
1.8 i-VTEC S	E	48.7	9.1	137	16	£17635
1.8 i-VTEC SE Plus	F	46.3	9.1	145	16	£19565
1.8 i-VTEC SR	F	46.3	9.1	145	17	£22135
1.8 i-VTEC Sport	F	46.3	9.1	145	17	£19615
1.6 i-DTEC S	A	78.5	10.5	94	18	£18775
1.6 i-DTEC SE Plus	A	78.5	10.5	94	18	£20570
1.6 i-DTEC Sport	A	78.5	10.5	94	18	£20820
1.6 i-DTEC SR	A	78.5	10.5	94	18	£23140
2.0T VTEC Type R	H	38.7	5.7	170	33	£23995
2.0T VTEC Type R GT	H	38.7	5.7	170	33	£32295
Auto: add £1400-£1415 to 1.8 i-VTEC SE Plus: add £1990 to 5, EX Plus: add £1800 to 1.8 i-VTEC SR, £2000 to 1.6 i-DTEC SR, Civic Tourer: add £1000-£1550 (not 1.4, Type R)						

**HR-V** - 4294x1772mm, **EURO-NCAP** ★★★★★  
DRIVER POWER POS: N/A

1.5 i-VTEC (130) S	D	50.4	10.7	130	21	£17995
1.5 i-VTEC (130) SE	D	50.4	10.7	130	21	£19745
1.5 i-VTEC (130) CVT EX	D	52.3	11.2	125	22	£19745
1.6 i-DTEC (120) S	B	70.6	10.1	104	23	£19745
1.6 i-DTEC (120) SE	B	70.6	10.1	104	23	£21495
Auto: add £970 to 1.5 i-VTEC (not S), EX: add £3450 to SE						

**CR-V** - 4570x1820mm, **EURO-NCAP** ★★★★★  
DRIVER POWER POS: 21st

2.0 i-VTEC S 2WD	H	39.2	10.0	168	24	£22340
2.0 i-VTEC SE 4WD	H	38.2	10.2	173	24	£25610

2.0 i-VTEC SR 4WD	I	37.2	10.2	177	25	£28590
2.0 i-VTEC EX 4WD	I	37.2	10.2	177	25	£30435
1.6 i-DTEC (120) S 2WD	C	64.2	11.2	115	24	£23400
1.6 i-DTEC (120) SR 2WD	C	62.8	11.2	119	25	£28495
1.6 i-DTEC (160) SE 4WD	D	57.7	9.6	129	24	£27570
1.6 i-DTEC (160) SR 4WD	D	55.4	9.8	133	24	£30625
1.6 i-DTEC (160) EX 4WD	E	55.4	9.9	133	25	£32470
Auto: add £1500 to 2.0 i-VTEC, £1780 to 1.6 i-DTEC (160), SE: add £2170 to 1.6 i-DTEC (120) S						

### HYUNDAI

www.hyundai.co.uk / Brochure: 0800 981981 / Dealers: 162  
Warranty: 5 years/unlimited miles

**i10** - 3665x1660mm, **EURO-NCAP** ★★★★★  
DRIVER POWER POS: 3rd

1.0 S	B	60.1	14.9	108	1	£8595
1.0 S Air	B	60.1	14.9	108	1	£9260
1.0 SE	B	60.1	14.9	108	1	£9660
1.2 SE	A	57.6	12.3	114	4	£10160
1.0 SE Blue Drive	A	65.7	15.1	98	1	£9910
1.0 Premium	B	60.1	14.9	108	1	£10360
1.2 Premium	C	57.6	12.3	114	4	£10860
Auto: add £655 to 1.2, Premium SE: add £1135 to 1.2 Premium						

**i20** - 4035x1734mm, **EURO-NCAP** ★★★★★  
DRIVER POWER POS: N/A

1.2 (75) S Sdr	C	58.9	13.6	112	5	£10695
1.1 CRDi (75) S Blue Sdr	A	88.3	16.0	84	6	£12445
1.2 (84) SE Sdr	C	55.4	13.1	119	6	£12725
1.4 (100) SE Sdr	D	51.4	11.6	127	10	£13325
1.1 CRDi (75) SE Sdr	B	70.6	16.0	103	6	£14225
1.4 CRDi (90) SE Sdr	B	68.9	12.1	106	10	£14725
1.2 (84) Premium Sdr	C	55.4	13.1	119	7	£13725
1.4 (100) Premium Sdr	D	51.4	11.6	127	10	£15325
1.4 CRDi (90) Premium Sdr	B	68.9	12.1	106	12	£15725
Auto: add £900 to 1.4 (100), S Air: add £750 to S, Premium SE: add £1000 to Premium, i20 Coupe: same price as Sdr (1.2 SE and 1.4 CRDi (90) only), i20 Coupe Sport: same price as i20 Sdr Premium (1.2 SE and 1.4 CRDi (90) only)						

**i30** - 4300x1780mm, **EURO-NCAP** ★★★★★  
DRIVER POWER POS: N/A

1.4 (100) S Sdr	E	47.1	13.2	138	8	£15195
1.6 CRDi (110) Blue Drive S Sdr	A	78.4	11.5	94	11	£17195
1.4 (100) SE Sdr	E	47.1	13.2	138	8	£16495
1.6 (120) auto SE Sdr	G	41.5	11.9	158	10	£17895
1.6 CRDi (110) Blue Drive SE Sdr	A	78.4	11.5	94	12	£18495
1.6 (120) Premium Sdr	F	44.8	11.9	145	12	£20295
1.6 CRDi (136) Premium Sdr	B	70.6	10.2	104	13	£22995
1.6T-GDi (180) Turbo SE Sdr	H	38.7	8.0	169	21	£22495
Auto: add £1300 to 1.6 CRDi SE and Premium, i30 Tourer: add £1100 (not 1.4), Turbo SE Sdr: add £500 to Turbo SE Sdr						

**i40** - 4740x1770x1815mm, **EURO-NCAP** ★★★★★  
DRIVER POWER POS: 85th

1.7 CRDi (115) BD S	B	66.0	N/A	110	13	£19600
1.7 CRDi (141) BD S	C	63.0	N/A	114	18	£20400
1.7 CRDi (115) BD SE Nav	C	66.0	N/A	110	13	£21600
1.7 CRDi (141) BD SE Nav	C	63.0	N/A	114	19	£22400
1.7 CRDi (115) BD Premium	C	66.0	N/A	118	13	£25600
1.7 CRDi (141) DCT BD Premium	D	40.0	N/A	129	19	£27500
Auto: add £1900 to 1.7 CRDi (141) (not S), i40 Tourer: add £1250 (add £1350 to Premium), SE Nav Business: add £1500 to SE Nav						

**iX20** - 4100x1765mm, **EURO-NCAP** ★★★★★  
DRIVER POWER POS: N/A

1.4 Active	D	50.0	12.9	130	8	£13665
1.4 Classic	D	50.0	12.9	130	7	£12515
1.4 Style	D	50.0	12.9	130	8	£14615
1.4 CRDi Classic	C	66.0	14.5	114	9	£13835
1.6 CRDi Active	C	64.0	11.5	117	9	£15385
1.6 CRDi Style	C	64.0	11.5	117	9	£16335
1.6 auto Active	G	44.0	12.2	154	10	£15010
1.6 auto Style	G	44.0	12.2	154	10	£15960

**iX35** - 4410x1820mm, **EURO-NCAP** ★★★★★  
DRIVER POWER POS: 124th

Auto: add £1500 to 1.5d Premium, 4WD: add £1550 to 2.2d DCT, Business Executive: add £2530 to Premium, Premium Tech: add £1350 to Premium

### Q50 - 4790x1820mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

2.2d Q50 SE	C	64.2	8.5	114	39	£28950
2.2d Q50 Premium	C	64.2	8.5	114	40	£31350
2.2d Q50 Sport	C	64.2	8.5	114	40	£33720
3.5 V6 auto Q50 Hybrid Sport	F	45.6	5.1	144	42	£40700
3.5 V6 at Q50 Hybrid Sport AWD	G	41.5	5.4	159	42	£42350

Auto: add £1550 to 2.2d

### Q70 - 4945x1855mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.5 V6 auto Q70 Premium Hybrid	F	45.6	5.3	145	43	£43250
2.2d auto Q70 Premium	D	57.6	8.9	129	35	£33400
2.2d auto Q70 Sport	D	57.6	8.9	129	35	£36600
3.7 V6 auto Q70 Sport Tech	L	27.7	6.2	235	42	£44850

### QX50 - 4635x1800mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0d V6 auto QX50	K	33.2	7.9	224	46	£34490
3.0d V6 auto QX50 GT	K	33.2	7.9	224	46	£38445
3.7 V6 auto QX50 GT	M	25.0	6.4	265	46	£38980

Premium spec: add £3600 to GT models

### QX70 - 4865x1925mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0d V6 auto QX70 GT	K	32.8	8.3	225	47	£43100
3.0d V6 auto QX70S	K	32.8	8.3	225	47	£45350
3.7 V6 auto QX70 GT	M	23.0	6.8	282	50	£43250
3.7 V6 auto QX70S	M	23.0	6.8	282	47	£45350
5.0 V8 auto QX70S Premium	M	23.0	5.8	307	50	£54750

Premium spec: add £4450 to GT and S models

### ISUZU

www.isuzu.co.uk / Brochure: 08446 626 640 / Dealers: 97  
Warranty: 5 years/125000 miles

### D-Max - 5295x1860mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.5D Eiger Double Cab	J	38.7	N/A	194	9	£23042
2.5D Yukon Double Cab	J	38.7	N/A	194	9	£24242
2.5D Blade Double Cab	J	38.7	N/A	194	9	£29938
2.5D Utah Double Cab	J	38.7	N/A	194	9	£26043

Auto: add £1200 to Yukon, Utah

### JAGUAR

www.jaguar.co.uk / Brochure: 0800 085 1069 / Dealers: 97  
Warranty: 3 years/unlimited miles

### XE - 4672x1850mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

2.0d (163) SE	A	75.0	7.9	99	22	£29775
2.0d (163) R-Sport	A	75.0	7.9	99	24	£32325
2.0d (163) Portfolio	A	75.0	7.9	99	24	£32975
2.0d (180) SE	B	67.3	7.4	109	25	£30275
2.0d (180) R-Sport	B	67.3	7.4	109	27	£33025
2.0d (180) Portfolio	B	67.3	7.4	109	27	£33675
2.0i (200) auto SE	I	37.7	7.1	179	24	£26995
2.0i (200) auto R-Sport	I	37.7	7.1	179	27	£29745
2.0i (240) auto R-Sport	I	37.7	6.5	179	29	£33095
2.0i (240) auto Portfolio	I	37.7	6.5	179	29	£33745
3.0i S/C (340) auto S	F	34.9	4.9	194	35	£44870

Auto: add £1750 to 2.0d, 4WD: add £1800 to 2.0d (180) auto, Prestige: add £1000 to SE

### XF - 4954x1987mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

2.0d (163) Prestige	B	71.7	8.2	104	N/A	£32300
2.0d (163) R-Sport	B	71.7	8.2	104	N/A	£34200
2.0d (163) Portfolio	B	71.7	8.2	104	N/A	£36400
2.0d (180) Prestige	C	65.7	7.5	114	N/A	£32800
2.0d (180) R-Sport	C	65.7	7.5	114	N/A	£35100
2.0d (180) Portfolio	C	65.7	7.5	114	N/A	£37300
3.0d (300) V6 auto S	F	51.4	5.8	144	N/A	£49950
3.0 V6 S/C (380) auto S	J	34.0	5.1	198	N/A	£49950

Auto: add £1750

### XJ - 5122x2474x1894mm, EURO-NCAP N/A

DRIVER POWER POS: 7th

3.0d V6 auto Luxury	F	49.6	5.9	149	48	£58690
3.0d V6 auto Premium Luxury	F	49.6	5.9	149	48	£62690
3.0d V6 auto Portfolio	F	49.6	5.9	149	49	£69725
3.0d V6 auto R-Sport	F	49.6	5.9	149	49	£71625
3.0 V6 S/C auto Portfolio	K	31.0	5.7	224	49	£74185
3.0 V6 S/C auto R-Sport	K	31.0	5.7	224	49	£76085
5.0 V8 S/C auto LWB Autobiography	M	25.5	4.7	264	50	£100000
5.0 V8 S/C auto XJR	M	25.5	4.4	264	50	£92405

Long wheelbase: add £3000 (not XJR), LWB Autobiography: add £8625 to 3.0d R-Sport

### F-Pace - 4731x1936mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0d (180) Prestige	D	57.7	8.5	129	N/A	£34170
2.0d (180) AWD Prestige	E	54.3	8.2	134	N/A	£36110
2.0d (180) auto AWD Prestige	E	53.3	8.2	139	N/A	£37860
3.0d V6 (300) auto AWD S	G	47.1	5.8	159	N/A	£51450
3.0 V6 S/C (380) auto AWD S	K	31.7	5.1	209	N/A	£51450
3.0d V6 (300) auto AWD First Ed	G	47.1	5.8	159	N/A	£52750

R-Sport: add £2500 to Prestige, Portfolio: add £2500 to R-Sport

### F-Type - 4470x1923mm, EURO-NCAP N/A

DRIVER POWER POS: 34th

3.0 V6 S/C (340) Coupe	L	28.8	5.5	234	50	£51250
3.0 V6 S/C (380) S Coupe	L	28.8	5.3	234	50	£60250
5.0 V8 S/C (550) auto R Coupe	L	26.4	4.0	255	50	£86800

Auto: add £1800 to V6, 4WD: add £4850 to V6 S and V8 R, Convertible: add £5485 to all models

### JEEP

www.jeep.co.uk / Brochure: 08000 04265337 / Dealers: 73  
Warranty: 3 years/60000 miles

### Renegade - 4236x1805mm, EURO-NCAP N/A

### DRIVER POWER POS: N/A

1.6 eTorq (110) Sport	F	47.1	11.8	141	8	£16995
1.6 eTorq (110) Longitude	F	47.1	11.8	141	9	£18595
1.6 MultiJet (120) Sport	C	61.4	10.2	120	13	£18695
1.4T MultiAir (140) Longitude	E	47.1	10.9	140	10	£19795
1.6 MultiJet (120) Longitude	C	61.4	10.2	120	13	£20295
2.0 MultiJet (140) 4WD Longitude	E	55.4	9.5	134	15	£22795
2.0 MJet (170) auto 4WD Low Ltd	G	48.7	8.9	151	15	£26595
2.0 MJet (170) auto 4WD Trailhawk	G	48.7	8.9	151	15	£27995

Auto: add £1400 to 1.4 MultiAir, Limited: add £2600 to Longitude

### Wrangler - 4223x4751x1873x1877mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.8 CRD auto Sahara 2dr	K	34.9	10.6	213	24	£29010
2.8 CRD auto Overland 2dr	K	34.9	10.6	213	25	£31160
2.8 CRD auto Sahara 4dr	K	34.0	10.7	217	24	£30680
2.8 CRD auto Overland 4dr	K	34.0	10.7	217	25	£32830

Wrangler Special Order programme: prices from £29025-£33445

### Cherokee - 4623x1859mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0 MultiJet (140) Longitude	E	53.3	10.9	139	26	£25495
2.0 MultiJet (140) Longitude 4x4	E	50.4	12.0	147	26	£27495
2.0 MJet (170) Lude 4x4 auto	G	48.7	10.3	154	27	£29995
3.2 V6 Trailhawk 4x4 auto	K	29.4	8.4	223	35	£34245

Longitude Plus: add £2200, Limited: add £5700

### Grand Cherokee - 4822x1943mm, EURO-NCAP N/A

DRIVER POWER POS: 35th

3.0 CRD V6 auto Laredo	J	37.7	10.2	198	36	£37705
3.0 CRD V6 auto Limited	J	37.7	8.2	198	40	£39705
3.0 CRD V6 auto Limited+	J	37.7	8.2	198	40	£42705
3.0 CRD V6 auto Overland	J	37.7	8.2	198	41	£46405
3.0 CRD V6 auto Summit	J	37.7	8.2	198	43	£50205
6.4 HEMI auto SRT8	M	20.2	5.0	327	50	£60720

### KIA

www.kia.co.uk / Brochure: 0800 775 777 / Dealers: 170  
Warranty: 7 years/100000 miles

### Picanto - 3595x1595mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 125th

1.0i 3dr	B	62.8	14.1	105	2	£8345
1.25 Chilli 3dr	B	61.4	11.5	106	6	£11495
1.0i 5dr	B	62.8	14.1	105	2	£10145
1.25 5dr	B	61.4	11.5	106	5	£10745
1.25 5dr	B	61.4	11.5	106	6	£11745
1.25 5dr	B	61.4	11.5	106	6	£12295

Auto: add £600 to Picanto 2, 3 and Chilli, 5dr: add £200 to Picanto 1, SR-7: add £1500 to Picanto 1

### Rio - 4045x1720mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 59th

1.25 1.3dr	B	56.5	12.9	115	2	£10345
1.25 2.3dr	B	56.5	12.9	115	2	£12245
1.4 1.6 3dr	B	56.5	11.0	114	7	£13045
1.4 1.6 5dr	B	56.5	11.0	114	7	£14445
1.4 CRDi 3 1.6 3dr	A	74.3	13.4	98	6	£15545
1.1 CRDi 1 1.6 3dr	A	85.6	16.1	86	2	£12245
1.1 CRDi 2 1.6 3dr	A	78.5	15.9	94	2	£14145
1.4 CRDi 2 1.6 5dr	A	74.3	13.4	98	6	£14745
1.4 1.6 5dr	B	56.5	11.0	114	7	£16345
1.4 CRDi 4 1.6 5dr	A	74.3	13.4	98	7	£17445

Auto: add £905 to 1.4 2.3 and 3.5dr, 5dr: add £600 to 3dr, SR-7: add £1500 to 1.25 and 1.1 CRDi Rio 1

### Soul - 4140x1800mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

1.6 GDI Start	G	41.5	10.6	158	9	£12800
1.6 GDI Connect	G	41.5	10.6	158	10	£15000
1.6 CRDi Connect	E	56.5	10.8	132	9	£16600
1.6 GDI Mixx	M	38.7	10.6	170	11	£18355
1.6 CRDi Mixx	D	56.5	10.8	132	10	£21450
81kW Soul EV	A	N/A	10.8	0	19	£24995

Auto: add £1500 to 1.6 CRDi, Connect Plus: add £1100 to Connect, Mixx: add £1800 to Mixx

### Cee'd - 4260x4310x1790mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 38th

1.4i 5dr	E	47.1	12.3	138	N/A	£14905
1.4 CRDi 1 5dr	B	67.3	13.0	107	N/A	£16195
1.6 CRDi 1 5dr	A	78.5	9.5	94	N/A	£16795
1.0 T-GDI (90) 2 5dr	A	57.6	12.3	113	N/A	£17945
1.6 CRDi 2 5dr	A	74.3	9.5	99	N/A	£18895
1.0 T-GDI (118) 3 5dr	C	57.6	10.7	115	N/A	£20120
1.6 CRDi 3 5dr	A	74.3	9.5	99	N/A	£20695
1.6 CRDi 4 5dr	B	72.4	9.8	102	N/A	£22295
1.0 T-GDI (118) GT-Line 5dr	C	65.7	10.5	112	N/A	£20220
1.6 CRDi GT-Line 5dr	B	72.4	9.8	102	N/A	£20795
1.6 T-GDI GT 5dr	H	38.2	7.3	170	N/A	£23605
1.6 GDI pro. cee'd 2 3dr	D	52.3	9.8	124	N/A	£17295
1.0 T-GDI (98) pro. cee'd 2 3dr	C	57.6	12.4	113	N/A	£17445
1.6 CRDi pro. cee'd 2 3dr	A	74.3	9.5	99	N/A	£18395
1.0 T-GDI (118) pro. cee'd GT-Line 3dr	C	57.6	10.7	115	N/A	£19720
1.6 CRDi pro. cee'd GT-Line 3dr	B	72.4	9.8	102	N/A	£20295
1.6 T-GDI pro. cee'd GT 3dr	H	38.2	7.3	170	N/A	£23165

Auto. add £14350 to 1.6 CRDi (118) Sport, Sportswagon. add £1200, 5dr, add £8450 to 1.4i 4 Tech; add £2000 to 4.

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Eco band  
MPG  
0-60mph  
CO<sub>2</sub>  
Insurance group  
List price

3.8 V8 auto GTS M 23.9 4.7 274 50 £108185

GranTurismo - 4881-4933x1847-1915mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

4.2 V8 auto M 19.8 5.2 330 50 £82280  
4.7 V8 auto MC Stradale M 18.2 4.5 360 50 £10135  
4.7 V8 Sport M 18.2 4.7 360 50 £94140

GranCabrio - 4881-4933x1847-1915mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

4.7 V8 auto M 19.5 5.3 337 50 £98340  
4.7 V8 auto MC M 19.5 4.9 337 50 £111770  
4.7 V8 auto Sport M 19.5 5.0 337 50 £103935

### MAZDA

www.mazda.co.uk / Brochure: 0845 330 2800 / Dealers: 170  
Warranty: 3 years/60000 miles

2 - 4060x1695mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: N/A

1.5 (75) SE B 60.1 12.1 110 13 £11995  
1.5 (75) SE-L B 60.1 12.1 110 13 £12995  
1.5 (90) SE-L B 62.8 9.4 105 15 £13995  
1.5 (90) Sport B 62.8 9.4 105 15 £14995  
1.5 (115) Sport Nav C 56.5 8.7 117 19 £15995  
1.5D (105) SE-L A 83.1 10.1 89 15 £15995  
1.5D (105) Sport A 83.1 10.1 89 15 £16995  
Auto: add £1200 to 1.5 (90)

3 - 4465x1795mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: 39th

1.5 (100) SE Sdr C 55.4 10.8 119 13 £16995  
2.0 (120) SE Sdr C 55.4 8.9 119 17 £17295  
2.0 (120) Sport Nav Sdr C 55.4 8.9 119 18 £20195  
2.0 (165) Sport Nav Sdr E 48.7 8.2 135 22 £21920  
1.5D (105) SE Sdr A 74.3 11.0 99 N/A £18895  
1.5D (105) Sport Nav Sdr A 74.3 11.0 99 N/A £21945  
2.2D (150) Sport Nav Sdr B 68.9 8.1 107 24 £22545  
Auto: add £1200 (not 1.5), Fastback: same price as Sdr (not 1.5, diesel auto), SE-L: add £1500 to SE (not 1.5)

6 - 4870x1840mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: 49th

2.0 (145) SE D 51.4 9.5 129 18 £19595  
2.0 (165) Sport E 47.9 9.1 135 19 £23495  
2.2D (150) SE B 68.9 9.0 108 21 £22095  
2.2D (150) Sport B 68.9 9.0 108 21 £25295  
2.2D (175) Sport C 62.8 7.8 119 23 £26295  
Auto: add £1300 to 2.0 (145) (not SE), £1200 to 2.2D (not SE), Tourer: add £800-£1000 (not 2.0 (145)), SE-L: add £800 to SE

5 - 4585x1750mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

1.6D Sport Venture E 54.3 13.7 138 16 £21895  
2.0 Sport Venture G 40.9 11.0 159 15 £20495

CX-3 - 4275x1785mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: N/A

2.0 (120) 2WD SE E 47.9 9.0 137 17 £17595  
2.0 (120) 2WD SE-L E 47.9 9.0 137 16 £18995  
2.0 (120) 2WD Sport Nav E 47.9 9.0 137 17 £20495  
2.0 (150) 4WD Sport Nav F 44.1 8.7 150 19 £22495  
1.5D (105) SE B 70.6 10.1 105 15 £18995  
1.5D (105) SE-L B 70.6 10.1 105 13 £20395  
1.5D (105) Sport Nav B 70.6 10.1 105 15 £21895  
Auto: add £1200 to (120) petrol, £1300 to 4WD Sport Nav Diesel, 4WD: add £1500 to Sport Nav Diesel

CX-5 - 4540x1840mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: 64th

2.0 (165) SE-L E 47.1 9.2 139 17 £21595  
2.0 (165) Sport E 47.1 9.2 139 18 £23995  
2.2D (150) SE-L C 61.4 9.2 119 20 £23295  
2.2D (150) SE-L Lux C 61.4 9.2 119 20 £24695  
2.2D (150) Sport C 61.4 9.2 119 21 £25695  
2.2D (175) Sport 4WD E 54.3 8.8 136 23 £27695  
Auto: add £1300 to SE-L, £1200 to 2.2D (175) Sport, 4WD: add £1700 to Skyactiv-D (150) SE-L

MX-5 - 3890x1730mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: N/A

1.5i SE E 53.3 8.3 139 22 £18495  
1.5i SE-L E 53.3 8.3 139 22 £19245  
1.5i Sport E 53.3 8.3 139 22 £21845  
2.0i SE-L G 40.9 7.3 161 27 £20095  
2.0i Sport G 40.9 7.3 161 27 £22695  
Sport: add £2600 to SE-L

### MERCEDES

www.mercedes-benz.co.uk / Brochure: 0808 156 5635 / Dealers: 136  
Warranty: 3 years/unlimited miles

A-Class - 4292x1780mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: 119th

1.6 A 180 SE D 51.4 8.9 127 21 £21065  
1.5 A 180 d SE A 80.7 11.3 89 17 £22140  
2.1 A 200 d SE B 74.3 9.3 106 21 £23215  
1.6 A 180 Sport E 50.4 8.9 131 21 £22190  
1.5 A 180 d Sport B 72.4 11.3 102 17 £23135  
1.6 A 200 Sport E 49.6 8.1 132 25 £23715  
2.1 A 200 d Sport C 65.7 9.3 111 21 £24210  
1.6 A 180 AMG Line E 49.6 8.9 134 21 £23485  
1.5 A 180 d AMG Line B 68.9 11.3 107 17 £24430  
1.6 A 200 AMG Line E 49.6 8.1 134 25 £25010  
2.1 A 200 d AMG Line C 62.8 9.3 116 21 £25505  
2.0 T A 250 AMG G 41.5 6.3 158 31 £29300  
2.1 DCT A 220 d Motorsport Ed G 67.3 7.5 109 27 £31635  
2.0 DCT AMG 45 AMG G 40.9 4.2 162 44 £39995  
Auto: add £1450 to SE, add £1320 to Sport and AMG Line, add £1415 to A 250 AMG, Executive: add £995 to SE, Sport and AMG Line, Premium: add £1695 to Sport and AMG Line, add £1895 to A 250 AMG, Motorsport Edition and A 45 AMG, Premium Plus: add £2995 to Sport and AMG Line, 4MATIC: add £1500 to A 220 d DCT, add £1535 to A 250 AMG DCT

B-Class - 4393x1786mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: 118th

1.6 B 180 SE D 50.4 9.3 129 19 £21500

Eco band  
MPG  
0-60mph  
CO<sub>2</sub>  
Insurance group  
List price

1.6 B 200 SE D 50.4 8.6 130 22 £22575  
2.1 auto B 220 CDI 4MATIC Sport D 56.5 8.3 130 19 £28625  
1.5 B 180 CDI ECO SE A 78.5 11.6 94 15 £22575  
1.5 B 180 CDI SE B 68.9 11.6 108 15 £22575  
2.1 B 200 CDI SE C 65.7 9.9 111 19 £23650  
2.1 auto B 220 CDI Sport B 67.3 8.3 109 20 £27125  
132kW ED Sport A N/A 7.9 0 20 £26950  
132kW ED Electric Art A N/A 7.9 0 20 £27245  
Auto: add £1450, Sport: add £725 to petrol SE, £595 to B 180 CDI SE, £775 to B 200 CDI, AMG Line: add £2020 to SE petrol, £1890 to B 180 CDI and B 200 CDI SE, add £1295 to B 220 CDI Sport, £1425 to 4MATIC

CLA-Class - 4630x1777mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: N/A

1.8 CLA 200 CDI Sport C 64.2 9.4 117 25 £26925  
2.1 auto CLA 220 CDI Sport C 62.8 8.2 117 28 £29775  
1.6 CLA 180 Sport D 50.4 9.3 130 24 £24775  
2.0 auto CLA 250 4MATIC AMG Sp G 42.8 6.6 154 35 £33405  
2.0T auto CLA 45 AMG G 39.8 4.6 161 45 £42270  
Auto: add £1450, AMG Sport: add £2200 to Sport, Shooting Brake: add £850-£980, 4MATIC: add £1500 to CLA 220 CDI

C-Class - 4686x1810mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: 42nd

2.0 C 200 AMG Line E 53.3 7.5 132 31 £31285  
2.0 C 200 d AMG Line B 68.9 9.7 106 26 £32870  
2.0 C 200 d SE B 72.4 9.7 101 25 £29380  
2.0 C 200 SE D 53.3 7.5 123 29 £27665  
2.1 C 220 d AMG Line B 70.6 7.7 108 31 £33665  
2.1 C 220 d SE B 70.6 7.7 103 29 £30175  
2.1 auto C 250 d AMG Line C 65.7 6.6 117 37 £36320  
2.1 auto C 250 d SE B 65.7 6.6 109 35 £32830  
2.1 auto C 300 h AMG Line A 78.5 6.4 100 37 £38930  
2.1 auto C 300 h SE A 78.5 6.4 94 36 £35440  
2.0 auto C 350 e Sport A 134.5 5.9 48 38 £33270  
4.0 V8T auto AMG C 63 J 34.5 4.1 192 47 £60060  
4.0 V8T auto AMG C 63 S J 34.5 4.0 192 48 £66810  
Auto: add £1500, Sport: add £1995 to SE, Estate: add £1200

E-Class - 4879x1854mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: 61st

2.1 auto E 220 BlueTEC AMG Night D 57.7 8.3 128 39 £37565  
2.1 auto E 220 BlueTEC SE D 64.2 8.3 116 38 £34870  
2.0 auto E 250 AMG Night Edition F 46.3 7.4 142 41 £38785  
2.0 auto E 250 SE E 47.9 7.4 138 41 £36070  
3.0 auto E 350 BlueTEC AMG Night E 53.3 6.4 139 46 £42010  
5.5 V8T MCT E 63 AMG L 28.8 4.2 230 47 £74725  
5.5 V8T MCT E 63 AMG S L 28.5 4.1 232 49 £84720  
Estate: add £1790-£1915

CLS-Class - 4940x1881mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

2.1 auto CLS 220 d AMG Line D 56.5 8.5 129 43 £46500  
3.0 auto CLS 350 d AMG Line F 52.3 6.5 142 48 £50695  
3.5 auto CLS 400 AMG Line H 38.7 5.3 170 47 £55855  
5.5 V8T MCT AMG CLS 63 S L 28.5 4.1 231 50 £86510  
Shooting Brake: add £1580 to CLS 220 d, £1450 to CLS 350 d, £500 to AMG CLS 63 S

S-Class - 5116x5453x1899mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

2.1 auto S 300 h AMG Line L C 61.4 7.6 120 50 £73375  
3.0 auto S 350 d SE Line L F 51.4 6.8 146 49 £67995  
3.0 auto S 350 d AMG Line G 51.4 6.8 151 50 £68990  
3.5 auto S 400 h SE Line L F 44.8 6.8 147 49 £72020  
3.0 auto S 500 e AMG Line L A 100.9 5.2 65 49 £89290  
4.6 V8 auto S 500 AMG Line L K 31.7 4.8 207 50 £89790  
6.0 V12 auto S 600 AMG Line L M 25.5 4.6 259 50 £142735  
6.0 V12 auto S 600 Maybach L M 24.1 5.0 274 50 £165710  
5.5 V8T auto AMG S 63 L 28.0 4.4 237 50 £121690  
6.0 V12T auto AMG S 65 M 23.7 4.3 279 50 £182750  
Long wheelbase: add £3000 to S 350 d AMG Line, AMG Line L: add £3995 to S 400 h SE Line L

Citan - 4321-4705x1829mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: N/A

1.5 108 CDI Traveliner Long C 65.7 N/A 112 7 £19948  
1.5 109 CDI Traveliner Long C 65.7 N/A 112 9 £20284  
1.5 111 CDI Traveliner Long D 64.2 N/A 123 14 £22102  
1.2 112 Traveliner E 46.3 N/A 140 12 £19666  
Extra-Long 7seats: add £2088 to 109 CDI, £1788 to 111 CDI

V-Class - 4895-5370x1928mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

2.1 auto V220 BlueTEC SE G 45.6 11.8 163 31 £41845  
1.1 auto V250 BlueTEC SE H 44.8 9.1 166 33 £43520  
2.1 auto V220 BlueTEC Sport G 45.6 11.8 163 33 £44340  
2.1 auto V250 BlueTEC Sport H 44.8 9.1 166 37 £46015  
Extra Long: add £1535

GLA-Class - 4417x1804mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: N/A

2.1 GLA 200 CDI Sport C 62.8 10.0 119 25 £26265  
2.1 auto GLA 220 CDI 4MATIC Sp E 55.4 8.3 132 28 £30645  
2.0T auto GLA 250 4MATIC Sport G 42.8 7.1 154 33 £30330  
2.0T auto GLA 45 AMG H 37.7 4.8 175 44 £44600  
Auto: add £1450 to GLA 200 CDI, 4MATIC: add £1630 to GLA 200 CDI auto, AMG Line: add £1000

GLC-Class - 4656x1890mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: N/A

2.1 auto GLC 220 d 4MATIC SE D 56.0 8.3 129 N/A £34950  
2.1 auto GLC 250 d 4MATIC SE D 56.0 7.6 129 N/A £36105  
Sport: add £2495, AMG Line: add £990

GLE-Class - 4819x1935mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

2.1 auto GLE 250 d 4MATIC Sport G 47.9 8.6 155 41 £49280  
3.0 auto GLE 350 d 4MT AMG Line I 42.8 7.1 179 45 £56280  
3.0 auto GLE 500 e 4MT AMG Line A 76.4 5.3 84 49 £56280  
5.5 V8T aut 4MAT AMG GLE 63 S M 23.9 4.2 276 50 £94405  
AMG Line: add £2400 to Sport, designo Line: add £9295 to AMG Line (not 250 d)

GLE-Class Coupe - 4900x2003mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

3.0 aut GLE 350 CDI 4MT AMG L J 39.2 7.0 187 45 £60680  
3.0 aut GLE 450 4MAT AMG Line K 31.7 5.7 209 47 £62800

5.5 V8T auto 4MT AMG GLE 63 S **M** 23.7 4.2 278 50 £96555  
designo Line: add £9295 to AMG Line

**GLS-Class** - 5141x1982mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

3.0 aut AMG 350 d 4MT AMG Line **J** 37.2 7.8 199 N/A £69100  
3.0 aut AMG 350 d 4MT designo **J** 37.2 7.8 199 N/A £78095  
5.5 V8T aut 4MATIC GLS 63 AMG **M** 23.0 4.6 288 N/A £102330

**G-Class** - 4763x1855mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

3.0 auto G 350 d 4MATIC **M** 25.2 9.1 295 50 £87795  
5.5 V8T auto AMG G 63 4MATIC **M** 20.5 5.4 322 50 £131675

**C-Class Coupe** - 4696-4750x1810-1877mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

2.0 C 200 Sport **D** 53.3 7.7 123 N/A £30955  
2.0 auto C 300 Sport **F** 44.8 6.0 146 N/A £35460  
2.1 C 220 d Sport **B** 68.9 7.8 106 N/A £33465  
2.1 C 250 d Sport **B** 67.3 6.7 109 N/A £36120  
4.0 V8T auto AMG C 63 **J** 32.8 4.0 200 N/A £61160  
4.0 V8T AMG C 63 S **J** 32.8 3.9 200 N/A £67910  
Auto: add £1500, AMG Line: add £1495-£1625

**E-Class Coupe** - 4698x1786mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** 61st

2.1 auto E 200 AMG Line **E** 47.1 7.8 140 41 £38635  
2.1 auto E 220 d AMG Line **D** 57.7 8.3 129 40 £39310  
2.0 auto E 350 d AMG Line **E** 54.3 6.2 136 47 £42640  
3.0 auto E 400 AMG Line **G** 40.9 5.2 161 46 £46425  
E-Class Cabriolet: add £3370-£3500

**S-Class Coupe** - 4698x1786mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

4.6 auto S 500 AMG Line **K** 49.6 4.6 219 50 £96195  
5.5 V8T auto AMG S 63 **L** 47.1 4.2 237 50 £125605  
6.0 V12T auto AMG S 65 **M** 37.2 4.1 279 50 £183075

**SLK-Class** - 4134x1810mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

2.0 SLK 200 AMG Sport **G** 43.5 7.0 150 43 £34715  
2.1 auto SLK 250 d **C** 70.6 6.6 114 45 £33020  
2.1 auto SLK 250 d AMG Sport **C** 70.6 6.6 114 45 £37020  
3.5 auto SLK 300 AMG Sport **E** 47.1 5.8 138 45 £38545  
5.5 V8 AMG SLK 55 **J** 33.6 4.6 195 50 £55350  
Auto: add £1505 to SLK 200

**SL-Class** - 4617x1877mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

3.0 V6T auto SL 400 AMG Sport **I** 36.7 5.2 179 50 £73575  
4.7 auto SL 500 AMG Sport **K** 31.0 4.6 212 50 £83130  
5.5 V8T auto AMG SL 63 **L** 28.0 4.2 234 50 £114185  
6.0 V12T auto AMG SL 65 **M** 24.4 4.0 278 50 £173360  
Mile Miglia 417 Add: add £11760 to SL 400, add £12205 to SL 500

**AMG GT** - 4546x1939mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

4.0 V8T (452) DCT AMG GT **K** 30.4 4.0 216 50 £97200  
4.0 V8T (510) DCT AMG GT S **K** 30.1 3.8 219 50 £110500

## MG

www.mgmotor.co.uk / Brochure: 0845 303 6464 / Dealers: 46  
Warranty: 3 years/60000 miles

**MG3** - 4018x1729mm, **EURO-NCAP** ★★  
**DRIVER POWER POS:** 10th

1.5 (106) 3 Time **D** 51.5 10.4 124 4 £8399  
1.5 (106) 3 Form **D** 51.5 10.4 124 4 £9599  
1.5 (106) 3 Form Sport **D** 51.5 10.4 124 4 £9899  
1.5 (106) 3 Style **D** 51.5 10.4 124 4 £10499  
1.5 (106) 3 Style Lux **D** 51.5 10.4 124 4 £10999

**MG6** - 4651x1827mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** 28th

1.9 DTI-TECH S 5dr **C** 61.4 8.4 119 17 £13995  
1.9 DTI-TECH TS 5dr **C** 61.4 8.4 119 17 £16195  
1.9 DTI-TECH TL 5dr **C** 61.4 8.4 119 17 £17995

## MINI

www.mini.co.uk / Brochure: 0800 083 6464 / Dealers: 148  
Warranty: 3 years/unlimited miles

**MINI** - 3821-3850x1727mm, **EURO-NCAP** ★★  
**DRIVER POWER POS:** 9th

1.2T One **B** 61.4 9.9 108 20 £13750  
1.2 One D **A** 82.1 11.0 89 20 £14890  
1.5T Cooper **B** 52.0 7.9 105 20 £15300  
1.5 Cooper D **A** 74.0 9.2 92 17 £16450  
2.0T Cooper S **E** 49.0 6.8 133 28 £18655  
2.0 Cooper SD **B** 68.9 7.4 106 23 £19450  
2.0T John Cooper Works **G** 42.2 6.3 155 29 £20350  
Auto: add £1270 to One, Cooper, Cooper D, add £1500 to Cooper S, add £1330 to JCW, 5dr: add £600 (not One/One D/JCW)

**Clubman** - 4253x1800mm, **EURO-NCAP** ★★  
**DRIVER POWER POS:** N/A

1.5T Cooper **C** 55.4 9.1 118 N/A £19995  
2.0T Cooper S **F** 45.6 7.2 144 N/A £22755  
2.0 Cooper D **B** 68.9 8.6 109 N/A £22265

**Convertible** - 3821-3850x1727mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

1.5T Cooper **C** 55.4 8.8 114 N/A £18475  
2.0 Cooper D **A** 70.6 10.3 100 N/A £20225  
2.0T Cooper S **E** 47.1 7.3 139 N/A £22430

**Paceman** - 4110x1789mm, **EURO-NCAP** N/A

**DRIVER POWER POS:** N/A

1.6 Cooper **E** 47.1 10.4 140 16 £18980  
1.6 Cooper D **C** 64.2 10.8 115 15 £20210  
1.6T Cooper S **F** 46.3 7.5 143 30 £22350  
2.0 Cooper SD **D** 61.4 9.2 122 30 £23070  
1.6T ALL4 John Cooper Works **M** 38.2 6.9 172 33 £28440  
Auto: add £1195 to Cooper ALL4, £1260 to Cooper D, ALL4: add £1190 to Cooper D, £1235 to Cooper S or £1220 to Cooper SD

**Countryman** - 4097x1789mm, **EURO-NCAP** ★★  
**DRIVER POWER POS:** 113th

1.6 Cooper **E** 47.0 10.5 140 16 £18510  
1.6 Cooper D **C** 64.0 10.9 115 15 £19740  
1.6T Cooper S **F** 46.0 7.6 143 30 £21880  
1.6 One **E** 40.7 11.9 139 12 £16990  
1.6 One D **C** 64.0 12.9 115 13 £17990  
2.0 Cooper SD **D** 61.0 9.3 122 30 £22610  
1.6T ALL4 John Cooper Works **H** 38.2 7.0 172 33 £28870  
Auto: add £1195 to Cooper ALL4, ALL4: add £1090 to Cooper D, £1255 to Cooper S or £1220 to Cooper SD

## mitsubishi

www.mitsubishi.co.uk / Brochure: 01285 647774 / Dealers: 113  
Warranty: 5 years/unlimited miles

**Mirage** - 3710x1665mm, **EURO-NCAP** ★★  
**DRIVER POWER POS:** N/A

1.0 Mivec 1 **A** 67.3 13.6 96 15 £9054  
1.2 Mivec 2 **A** 68.9 11.7 96 18 £11054  
1.2 Mivec 3 **A** 65.7 11.7 100 18 £12054  
1.2 Mivec auto 3 **A** 68.9 12.8 95 18 £13054

**ASX** - 4295x1770mm, **EURO-NCAP** ★★  
**DRIVER POWER POS:** 95th

1.6 Mivec ZC **E** 48.7 11.5 135 15 £15434  
1.6 Mivec ZC-M **E** 47.9 11.5 136 15 £17684  
1.6 Di-D ZC-M **C** 61.4 11.2 119 18 £19554  
1.6 Di-D 4WD ZC-H **E** 56.5 11.2 132 18 £23584  
2.2 Di-D auto 4WD ZC-H **G** 48.7 10.8 152 23 £25134

**Outlander** - 4655x1800mm, **EURO-NCAP** ★★  
**DRIVER POWER POS:** 66th

2.2 Di-D GX2 **E** 53.3 10.2 138 22 £23984  
2.2 Di-D GX3 **E** 52.3 10.2 140 23 £26784  
2.2 Di-D GX4 **E** 52.3 10.2 140 24 £30684  
2.2 Di-D auto GX4s **G** 48.7 11.7 153 22 £34234  
2.0 Hybrid auto GX3h PHEV **A** 148.011.0 44 26 £28304  
2.0 Hybrid auto GX4h PHEV **A** 148.011.0 44 27 £29594  
2.0 Hybrid auto GX4h PHEV **A** 148.011.0 44 24 £35054  
Auto: add £1700 to GX4, add £1450 to GX4, GX3h/GX4h: add £5000 to GX4h/GX4h

**L200** - 5205x1785mm, **EURO-NCAP** ★★  
**DRIVER POWER POS:** N/A

2.5 Di-D 4Life Double Cab **H** 44.1 12.2 169 12 £23698  
2.5 Di-D Titan Double Cab **H** 42.8 10.4 173 13 £24898  
2.5 Di-D Warrior Double Cab **H** 42.8 10.4 173 13 £27558  
2.5 Di-D Barbarian Double Cab **H** 42.8 10.4 173 13 £28558  
Auto: add £1400 to Warrior/Barbarian, Black: add £700 to Barbarian

**Shogun** - 4385-4900x1875mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** 81st

3.2 Di-DC SWB SG2 **K** 36.2 9.7 207 32 £27144  
3.2 Di-DC SWB Warrior **K** 36.2 9.7 207 30 £30314  
3.2 Di-DC LWB SG2 **K** 34.9 10.5 213 32 £28544  
3.2 Di-DC auto LWB SG3 **K** 33.2 11.1 224 34 £34744  
Auto: add £1685 to SG2/Warrior/Barbarian, Barbarian: add £2630 to Warrior, SG4: add £3000 to SG3

## MORGAN

www.morgan-motor.co.uk / Brochure: 01684 573104 / Dealers: 18  
Warranty: 2 years/unlimited miles

**3 Wheeler** - 3225x1720mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

2.0 3 Wheeler **N/A** 4.5 N/A N/A £25950

**Roadster** - 4010x1630-1751mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

1.6 4/4 **F** 44.1 8.0 143 N/A £33075  
2.0 Plus 4 **G** 40.4 7.5 162 N/A £36285  
3.7 Roadster **L** 26.8 5.5 230 N/A £45890  
4.8 Plus 8 **M** 23.0 4.5 282 N/A £85200  
4 Seater: add £4920 to 2.0 Plus 4 or £5100 to 3.7 Roadster

**Aero** - 4147x1751mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

4.8 V8 auto Aero Coupe **M** 23.0 4.5 282 N/A £99950  
4.8 V8 auto Aero Supersports **M** 23.0 4.5 282 N/A £126900  
Manual: no cost option

## NISSAN

www.nissan.co.uk / Brochure: 01923 899334 / Dealers: 225  
Warranty: 3 years/60000 miles

**Micra** - 3780x1675mm, **EURO-NCAP** ★★  
**DRIVER POWER POS:** N/A

1.2 (80) Visia **C** 56.5 13.7 115 5 £9640  
1.2 (80) Acenta **C** 56.5 13.7 115 5 £11615  
1.2 (80) Tekna **C** 56.5 13.7 115 5 £13015  
1.2 DIG-S (98) Visia **A** 65.7 11.3 99 8 £11390  
1.2 DIG-S (98) Acenta **A** 65.7 11.3 99 9 £12715  
1.2 DIG-S (98) Tekna **A** 65.7 11.3 99 8 £14115  
Auto: add £1000 to 1.2 Acenta/Visia, £1500 to DIG-S Tekna, n-tec: add £785 to Acenta

**Note** - 4100x1690mm, **EURO-NCAP** ★★  
**DRIVER POWER POS:** 143rd

1.2 (80) Visia **B** 60.1 13.7 109 6 £12130  
1.5 dCi (90) Visia **A** 78.5 11.9 95 8 £14130  
1.2 (80) Acenta **B** 60.1 13.7 109 6 £13525  
1.2 DIG-S (98) Acenta **A** 65.7 11.7 99 10 £14625  
1.5 dCi (90) Acenta **A** 78.5 11.9 95 8 £15525

**Eco band**  
MPG  
0-60mph  
CO<sub>2</sub>  
Insurance group  
List price

1.2 DIG-S (98) Tekna **A** 65.7 11.7 99 10 £16470  
1.5 dCi (90) Tekna **A** 78.5 11.9 95 9 £17370  
Auto: add £1000 to DIG-S, Acenta Premium: add £900 to Acenta, n-tec: add £900 to Acenta Premium

**Juke** - 4135x1765mm, **EURO-NCAP** ★★  
**DRIVER POWER POS:** N/A

1.6 Visia **E** 56.5 12.0 138 8 £13620  
1.5 dCi (110) Visia **B** 70.6 11.2 104 11 £15520  
1.2 DIG-T (115) Acenta **D** 50.4 10.8 129 11 £15320  
1.6 Xtronic Acenta **F** 44.8 11.5 145 10 £16320  
1.5 dCi (110) Acenta **B** 70.6 11.2 104 12 £16715  
1.6 DIG-T (190) Acenta Premium **G** 40.9 8.2 159 19 £18150  
1.6 DIG-T (190) 4WD Xtrm Acn Prrm **H** 38.2 8.4 169 19 £20350  
1.2 DIG-T (115) Tekna **D** 50.4 10.8 129 11 £17770  
1.6 Xtronic Tekna **F** 44.8 11.5 145 10 £18770  
1.5 dCi (110) Tekna **B** 70.6 11.2 104 12 £19165  
1.6 DIG-T (190) Tekna **G** 40.9 8.2 159 20 £19200  
1.6 DIG-T (190) 4WD Xtrm Tekna **H** 38.2 8.4 169 19 £21400  
1.6 DIG-T (218) Nismo RS **G** 39.2 7.0 165 22 £21650  
1.6 DIG-T (218) 4WD Xtrm Nismo **H** 38.2 8.0 169 20 £23750  
Auto: add £1000 to 1.6 (117), Acenta Premium: add £1100 to Acenta

**Leaf** - 4445x1770mm, **EURO-NCAP** ★★  
**DRIVER POWER POS:** 8th

24 kWh Visia **A** N/A 11.5 0 23 £20790  
24 kWh Acenta **A** N/A 11.5 0 23 £23190  
30 kWh Acenta **A** N/A 11.5 0 23 £24490  
Leaf Flex: take off £5000, add £70 per month battery rental, Acenta+: add £850 to 24 kWh Acenta, Tekna: add £1700 to 24 kWh Acenta, add £2000 to 30 kWh Acenta

**Pulsar** - 4387x1768 **EURO-NCAP** ★★  
**DRIVER POWER POS:** N/A

1.2 DIG-T (115) Visia **C** 55.4 10.8 118 12 £15995  
1.5 dCi (110) Visia **A** 78.5 11.5 94 13 £17595  
1.2 DIG-T (115) Acenta **C** 55.4 10.8 118 10 £17645  
1.5 dCi (110) Acenta **A** 78.5 11.5 94 11 £19245  
1.6 DIG-T (190) Acenta **E** 47.1 7.7 138 17 £19775  
1.2 DIG-T (115) n-tec **C** 55.4 10.8 118 10 £18995  
1.5 dCi (110) n-tec **A** 78.5 11.5 94 12 £20595  
1.6 DIG-T (190) n-tec **E** 47.1 7.7 138 17 £21125  
1.2 DIG-T (115) Tekna **C** 55.4 10.8 118 10 £20345  
1.5 dCi (110) Tekna **A** 78.5 11.5 94 12 £21945  
1.6 DIG-T (190) Tekna **E** 47.1 7.5 138 18 £22475  
Auto: add £1350 to DIG-T

**Qashqai** - 4330x1780mm, **EURO-NCAP** ★★  
**DRIVER POWER POS:** 46th

1.2 DIG-T (115) Visia **D** 50.4 11.3 129 17 £18265  
1.5 dCi (110) Visia **A** 74.3 12.4 99 17 £20015  
1.2 DIG-T (115) Acenta **D** 50.4 11.3 129 17 £19850  
1.5 dCi (110) Acenta **A** 74.3 12.4 99 17 £21600  
1.2 DIG-T (115) n-tec **D** 50.4 11.3 129 17 £21700  
1.5 dCi (110) n-tec **A** 74.3 12.4 99 17 £23450  
1.2 DIG-T (115) Tekna **D** 50.4 11.3 129 14 £23800  
1.5 dCi (110) Tekna **A** 74.3 12.4 99 15 £25550  
1.6 DIG-T (130) Tekna **C** 64.2 10.5 115 19 £24700  
1.6 dCi (130) Tekna **C** 64.2 10.5 115 19 £26800  
1.6 dCi (130) n-tec 4WD **D** 57.6 10.9 129 19 £26400  
1.6 dCi (130) Tekna 4WD **D** 57.6 10.9 129 19 £28500  
1.6 DIG-T (163) n-tec **E** 48.7 9.1 138 16 £25300  
1.6 DIG-T (163) Tekna **E** 48.7 9.1 138 17 £25200  
Auto: add £1350 to 1.2 DIG-T, 1.6 dCi, n-tec: add £550 to n-tec

**X-Trail** - 4643x1820mm, **EURO-NCAP** ★★  
**DRIVER POWER POS:** N/A

1.6 DIG-T (163) Visia **F** 45.6 9.7 145 19 £21995  
1.6 DIG-T (163) Acenta **F** 45.6 9.7 145 19 £23795  
1.6 DIG-T (163) n-tec **F** 45.6 9.7 145 20 £26445  
1.6 DIG-T (163) Tekna **F** 45.6 9.7 145 20 £28445  
1.6 DIG-T (130) Visia **D** 57.6 10.5 129 19 £23455  
1.6 dCi (130) Acenta **D** 57.6 10.5 129 19 £25255  
1.6 dCi (130) n-tec **D** 57.6 10.5 129 20 £28035  
1.6 dCi (130) Tekna **D** 57.6 10.5 129 20 £30035  
Auto: add £1350 (not Visia), 4WD: add £1700 to 1.6 dCi (not Visia), seven seats: add £700 (not DIG-T Visia)

**Navara NP300** - 5330x1850mm, **EURO-NCAP** ★★  
**DRIVER POWER POS:** N/A

2.3 dCi (160) Double Cab Visia **J** 44.1 12.0 192 N/A £23995  
2.3 dCi (160) Double Cab Acenta **J** 44.1 12.0 192 N/A £24745  
2.3 dCi (190) Double Cab Acenta+ **J** 44.1 10.8 194 N/A £26445  
2.3 dCi (190) DBL Cab M-Connecta **J** 44.1 10.8 194 N/A £27295  
2.3 dCi (190) Double Cab Tekna **J** 44.1 10.8 194 N/A £29095  
Auto: add £1700 (not Visia, Acenta), Acenta+: add £1700 to Acenta

**370Z** - 4250x1845mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

3.7 V6 370Z **L** 27.0 5.3 248 46 £27015  
3.7 V6 370Z GT **L** 27.0 5.3 248 46 £32015  
3.7 V6 370Z Nismo **L** 27.0 5.7 248 46 £37015  
Auto: add £1450 to GT

**GTR** - 4670x1895mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

3.8 V6T GTR **M** 23.9 2.7 275 50 £78030  
3.8 V6T GTR Track Edition **M** 23.9 2.7 275 50 £88560  
3.8 V6T GTR Nismo **M** 23.9 2.7 275 50 £125000

## PEUGEOT

# BIG QUIZ

## ANSWERS

So how did you fare in our Christmas quiz on Page 50? Check out the answers below.

### NEW ARRIVALS

- 1) Volvo XC90
- 2) Roof
- 3) Turbochargers
- 4) 2.8 seconds
- 5) Built-in umbrellas
- 6) Dacia
- 7) 461bhp
- 8) Selective Catalytic Reduction
- 9) £8,500
- 10) Nomad

### EVENTS

- 11) Skoda
- 12) The Geneva Motor Show
- 13) Nissan GT-R
- 14) Goodwood Festival of Speed
- 15) M20
- 16) A full-size loop-the-loop
- 17) Toyota Wholesome Teatime Deluxe
- 18) MINI factory, Oxford
- 19) Ferrari
- 20) Giulia

### PEOPLE

- 21) Matthias Muller
- 22) Jim Farley
- 23) PayPal
- 24) Vauxhall
- 25) Tim Cook

- 26) Rowan Atkinson
- 27) Mark Higgins
- 28) Walter de Silva
- 29) Norman Dewis
- 30) Luc Donckerwolke

### SPORT

- 31) Lewis Hamilton
- 32) Marc Marquez
- 33) Julien Ingrassia
- 34) Autodromo Hermanos Rodriguez, Mexico

### PICTURE ROUND

- 35) 395
- 36) Sir Chris Hoy
- 37) Spa-Francorchamps, Belgium
- 38) 161.341mph
- 39) 702kg
- 40) 30

### PICTURE ROUND

- 41) Vauxhall Astra
- 42) Mercedes CLA Shooting Brake
- 43) Renault Kadjar
- 44) Audi A4
- 45) Subaru Levorg
- 46) BMW M2
- 47) SEAT Ibiza
- 48) MINI Clubman
- 49) Range Rover Evoque Convertible
- 50) Mazda MX-5

Eco band  
MPG  
0-60mph  
CO<sub>2</sub>  
Insurance group  
List price

1.6 e-HDi (115) Feline Calima Amb B 70.6 10.4 106 20 £19445  
Auto: add £600 to 1.6 e-HDi Active and Allure, £800 to 1.6 VTI  
Allure, Feline Mistral Ambience: add £200 to Calima Ambience

RCZ - 4290x1845mm, EURO-NCAP N/A  
DRIVER POWER POS: 74th

1.6 THP (156) Sport	F	44.1	8.3	149	27	£22350
1.6 THP (200) GT	G	42.1	7.6	155	33	£27150
2.0 HDi (163) Sport	E	53.2	8.7	139	29	£24200
1.6 THP (270) R	F	44.8	5.9	145	42	£32250

Auto: add £1140 to 1.6 THP (156), GT: add £2400 to Sport, GT  
Line: add £350 to 1.6 THP (200) GT

### PORSCHE

www.porsche.co.uk / Brochure: 0845 791 1911 / Dealers: 36  
Warranty: 3 years/unlimited miles

Panamera - 4970x1931mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

3.6 V6 PDK Panamera	J	33.6	6.3	196	46	£63913
3.0 V6 PDK Panamera Diesel	G	44.8	6.4	166	46	£65289
3.6 V6 PDK Panamera 4	K	32.4	6.1	203	47	£67474
3.0 V6 Tipt Panamera 5 E-Hybrid	A	91.1	5.5	71	50	£84401
4.8 V8 PDK Panamera 5	K	32.5	5.1	204	49	£82439
4.8 V8 PDK Panamera 4S	K	31.7	4.8	208	50	£86080
4.8 V8 PDK Panamera GTS	L	26.4	4.4	249	50	£93391
4.8 V8 TTD PDK Panamera Turbo	L	27.7	4.1	239	50	£108006
4.8 V8 TTD PDK Panamera Turbo S	L	27.7	4.1	239	50	£131152

Macan - 4681x1923mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: N/A

2.0T PDK Macan	H	39.2	6.9	168	35	£41578
3.0 V6 PDK Macan S	K	32.5	5.4	204	40	£44650
3.0 V6 PDK Macan S Diesel	G	46.3	6.3	159	39	£44636
3.0 V6 PDK Macan GTS	K	31.4	5.2	212	N/A	£55188
3.6 V6T PDK Macan Turbo	K	31.7	4.8	208	44	£60994

Cayenne - 4855x1939-1954mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

3.6 V6 Tiptronic Cayenne	K	30.7	7.7	215	44	£49576
3.0 V6 Tiptronic Cayenne Diesel	H	42.8	7.3	173	45	£50441
3.0 V6 Tipt Cayenne S E-Hybrid	A	83.1	5.9	79	49	£62099
4.2 V8 Tiptronic Cayenne S Diesel	K	35.3	5.4	209	50	£62099
4.8 V8 Tiptronic Cayenne S	K	29.7	5.5	223	48	£60845
3.6 V6 Tiptronic Cayenne GTS	L	28.8	5.2	228	50	£72523
4.8 V8 TTD Tiptronic Cayenne Turbo	M	25.2	4.5	261	50	£93574
4.8 V8 TTD Tiptronic Cayenne Turbo S	M	24.6	4.1	267	50	£118455

Boxster - 4374-4414x1801mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

2.7 Boxster	J	34.4	5.8	192	40	£39553
3.4 Boxster S	K	32.1	5.1	206	43	£47858
3.4 Boxster GTS	K	31.4	5.0	211	44	£53872
3.4 Boxster Spyder	L	28.5	4.5	230	46	£60459

PDK: add £1782 (add £2201 to GTS, not Spyder)

Cayman - 4380-4438x1801mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

2.7 Cayman	J	34.4	5.7	192	37	£39694
3.4 Cayman S	K	32.1	5.0	206	41	£48783
3.4 Cayman GTS	K	31.4	4.9	211	43	£53397
3.4 Cayman GT4	L	27.4	4.4	238	48	£64451

PDK: add £1782 (add £2351 to GTS, not GT4)

911 - 4491-4545x1808-1880mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

3.0TT Carrera	J	34.0	4.6	190	N/A	£76412
3.0TT Carrera S	J	32.5	4.3	199	N/A	£85857
3.8 Carrera GTS	K	29.7	4.4	223	47	£91098
3.0TT Carrera Cabriolet	J	33.2	4.8	195	N/A	£85253
3.0TT Carrera S Cabriolet	K	32.1	4.7	202	N/A	£94698
3.8 Carrera GTS Cabriolet	L	29.1	4.6	228	50	£99602
3.0TT Carrera 4	K	36.7	4.5	201	N/A	£81398
3.0TT Carrera 4S	K	35.8	4.2	204	N/A	£90843
3.8 Carrera 4 GTS	L	28.5	4.4	233	50	£95862
3.0TT Carrera 4 Cabriolet	K	35.8	4.7	206	N/A	£90240
3.0TT Carrera 4S Cabriolet	K	35.3	4.4	208	N/A	£99684
3.8 Carrera 4 GTS Cabriolet	L	28.2	4.6	235	50	£104385
3.0TT Targa 4	K	35.8	4.7	206	N/A	£90240
3.0TT Targa 4S	K	35.3	4.4	208	N/A	£99684
3.8 Targa 4 GTS	L	28.2	4.7	237	50	£105310
3.8 PDK Turbo	K	31.0	3.0	212	50	£126925
3.8 PDK Turbo S	K	31.0	2.9	212	50	£145773
3.8 PDK Turbo Cabriolet	K	30.4	3.1	216	50	£135766
3.8 PDK Turbo S Cabriolet	K	30.4	3.0	216	50	£154614
3.8 PDK GT3	M	22.8	3.5	289	49	£100540
4.0 PDK GT3 RS	M	22.2	3.3	296	50	£131296

PDK: add £2238-£2947

### RENAULT

www.renault.co.uk / Brochure: 0800 072 3372 / Dealers: 153  
Warranty: 4 years/100,000 miles

Twizy - 2338x1234mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

17hp Urban	A	N/A	N/A	0	10	£6895
17hp Technic	A	N/A	N/A	0	11	£7595

Battery hire: £45-£67 per month

Twingo - 3590x1640mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: N/A

1.0 SSc (70) Expression	B	62.8	12.0	105	2	£9495
1.0 SSc (70) Play	B	62.8	12.0	105	3	£9995
1.0 SSc (70) S&S Dynamique	A	67.3	12.0	95	3	£10995
0.9T TCE (90) S&S Dynamique	A	65.7	12.0	99	8	£11695
0.9T TCE (90) S&S Dynamique S	A	65.7	10.8	99	8	£12545

Dynamique S: add £900 to 1.0 SSc Dynamique, Twingo Iconic: same price as Dynamique S

Zoe - 4084x1730mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: 5th

75hp Zoe Expression	A	N/A	13.5	0	15	£13995
75hp Zoe Dynamique Zen/Intens	A	N/A	13.5	0	16	£15195
75hp Zoe i-Expression	A	N/A	13.5	0	15	£18443
75hp Zoe i-Dynam Zen/Intens	A	N/A	13.5	0	16	£20043

Battery hire: from £25 per month (included with i\* models)

Clio - 4062x1731mm, EURO-NCAP N/A  
DRIVER POWER POS: 70th

1.2 16v (75) Expression	D	51.4	15.4	127	7	£11145
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Eco band  
MPG  
0-60mph  
CO<sub>2</sub>  
Insurance group  
List price

1.2 16v (75) Expression+	D	51.4	15.4	127	8	£12675
0.9T TCE (90) Expression+	B	62.8	12.2	104	9	£13675
1.5 dCi (90) Expression+	A	83.1	11.7	90	13	£14975
1.2 16v (75) Dynamique Nav	B	51.4	15.4	127	8	£13675
0.9T TCE (90) Dynamique Nav	B	62.8	12.2	104	9	£14675
1.5 dCi (90) Dynamique Nav	A	83.1	11.7	90	13	£15975
0.9T TCE (90) Dynamique S Nav	B	62.8	12.2	105	10	£15675
1.5 dCi (90) Dynamique S Nav	A	83.1	11.9	93	13	£16975
1.2 TCE (120) EDC GT Line	C	54.3	9.9	120	14	£17725
1.6T (200) EDC Renaultsport	E	47.9	6.7	133	29	£19130
1.6T (200) EDC Renaultsport Lux	E	47.9	6.7	133	29	£20280
1.6T (220) EDC R'sport Trophy	E	47.9	6.6	135	29	£21780

Auto: add £1300 to dCi Dynamique/Dynamique S, ECO: add £250 to 1.5 dCi and 900 TCE, Iconic: add £1100 to Dynamique S

Megane - 4295x1808mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: 94th

1.6 (110) Expression+	G	40.9	10.5	159	13	£16750
1.5 Energy dCi (110) Expression+	B	68.9	12.3	106	16	£18245
1.2 Energy TCE (115) Expression+	C	53.3	10.9	119	16	£17570
1.6 (110) Limited	G	40.9	10.5	159	13	£18250
1.5 Energy dCi (110) Limited	B	68.9	12.3	106	16	£19745
1.6 (110) Dynamique Nav	G	40.9	10.5	159	17	£17750
1.2 Energy TCE (115) Dynam Nav	C	53.3	10.9	119	17	£18570
1.5 Energy dCi (110) Dynam Nav	B	68.9	12.3	106	15	£19245
1.6 Energy dCi (130) Dynam Nav	B	70.6	9.8	104	17	£19745
2.0 TCE GT 220	H	38.7	7.6	169	31	£23250

Auto: add £1000 to dCi (110), GT Line Nav: add £1500 to Dynamique Nav (not 1.6 (110)), Sport Tourer: add £1000

Megane Coupe - 4299x1808-1848mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: 94th

1.6 (110) Limited	G	40.9	10.5	159	14	£18750
1.5 Energy dCi (110) Limited	B	68.9	12.3	106	16	£21445
1.6 (110) Dynamique Nav	G	40.9	10.5	159	15	£18250
1.2 Energy TCE (115) Dynam Nav	C	53.3	10.9	119	14	£19345
1.5 Energy dCi (110) Dynam Nav	B	68.9	12.3	106	20	£20945
1.6 Energy dCi (130) Dynam Nav	B	70.6	9.8	104	20	£21445
2.0 TCE GT 220	H	38.7	7.6	169	31	£24230
2.0T Renaultsport 275 Cup-S	H	37.7	6.0	174	36	£23935
2.0T Renaultsport 275 Nav	H	37.7	6.0	174	36	£25935
2.0T Renaultsport 275 Trophy-R	H	37.7	5.8	174	39	£36430

Auto: add £1000 to dCi (110), GT Line Nav: add £1500 to Dynamique Nav (not 1.6 (110)), Coupe Cabrio: add £3600

Scenic - 4366x1845mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: 78th

1.2 TCE (115) XMOD Dynam Nav	E	46.3	11.7	140	18	£20555
1.5 dCi (110) XMOD Dynam Nav	B	68.9	12.5	105	19	£21395
1.6 dCi (130) XMOD Dynam Nav	C	64.2	10.3	114	24	£22485
1.2 TCE (130) XMOD Dynam Nav	F	44.1	11.4	145	20	£22405
1.2 TCE (115) S/S Dynamique Nav	E	47.9	11.7	135	19	£20555
1.2 TCE (130) S/S Dynamique Nav	E	45.6	11.4	140	20	£21055
1.5 dCi (110) S/S Dynamique Nav	B	68.9	12.5	105	19	£21395
1.6 dCi (130) S/S Dynamique Nav	C	64.2	10.3	114	24	£22485

Auto: add £1100 to 1.5 dCi (110), Limited: add £500 to 1.2 TCE, 1.5/1.6 dCi (not XMOD)

Grand Scenic - 4573x1845mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: 78th

1.2 TCE (115) S/S Dynamique Nav	E	47.9	11.7	135	19	£21790
1.2 TCE (130) S/S Dynamique Nav	E	45.6	11.4	140	20	£22125
1.5 dCi (110) S/S Dynamique Nav	B	68.9	12.5	105	19	£22615
1.6 dCi (130) S/S Dynamique Nav	C	64.2	10.3	114	24	£22715

Auto: add £1100 to 1.5 dCi (110), Limited: add £500 to 1.2 TCE, 1.5/1.6 dCi

Captur - 4122x1778mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: 44th

0.9T TCE (90) Expression+	C	56.5	13.0	115	9	£14295
0.9T TCE (90) Expression+	A	76.4	13.1	95	11	£15995
1.5 dCi (90) Dynamique Nav	C	56.5	13.0	115	9	£15395
1.5 dCi (90) Dynamique Nav	A	76.4	13.1	95	12	£16995
1.2 TCE (120) EDC Dynamique Nav	D	52.3	10.9	125	14	£17695
1.5 dCi (110) Dynamique Nav	A	76.4	11.0	98	16	£17695

Dynamique S Nav: add £1500 to Dynamique Nav, Signature Nav: add £2500 to Dynamique Nav, Iconic: same price as Signature

1.0 12v (75) by MANGO 3dr **B** 60.1 13.2 108 2 £10995  
Auto: add £1130 to SE, 5dr: add £350

**Ibiza** - 4031x1693mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 169th

1.0 12v (75) 5SC 3dr	C	54.3	14.3	118	8	£10000
1.0 12v (75) 5A/C/SC 3dr	C	54.3	14.3	118	8	£11865
1.0 12v (75) 5E SC 3dr	C	54.3	14.3	118	8	£12575
1.0 12v (75) Vista SC 3dr	C	54.3	14.3	118	8	£12995
1.0 EcoTSI (95) SE SC 3dr	A	68.9	10.4	94	14	£13525
1.2 TSI (90) Connect SC 3dr	C	57.6	10.7	116	13	£14170
1.2 TSI (110) FR SC 3dr	C	54.3	9.1	119	18	£14485
1.2 TSI (110) FR Red Edition SC 3dr	C	54.3	9.1	119	18	£15285
1.0 EcoTSI (110) DSG FR SC 3dr	B	64.2	9.3	102	17	£15690
1.4 EcoTSI (150) FR SC 3dr	B	58.9	7.6	110	24	£16245
1.4 TDI (75) 5 A/C 3dr	B	74.3	12.9	101	13	£14645
1.4 TDI (75) SE Ecomotive 5dr	B	74.3	12.9	101	13	£15575
1.4 TDI (105) FR SC 3dr	A	78.5	9.9	95	19	£16885

5dr: add £450 to SC (not 1.0 E), ST: add £700 (selected models)

**Toledo** - 4482x1703mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

1.2 TSI (85) 5	C	55.4	11.8	119	10	£14265
1.2 TSI (105) 5	C	56.5	10.4	116	13	£15295
1.2 TSI (105) I-TECH	C	56.5	10.4	116	13	£17105
1.4 TSI (122) DSG SE Nav	F	45.6	9.5	146	17	£17965
1.6 TDI (105) Ecomotive 5	B	72.4	10.6	104	15	£17150
1.6 TDI (105) Ecomotive I-TECH	B	72.4	10.6	104	15	£18870

SE Nav: add £1200 to 5 (not 1.2 TSI (85))

**Leon** - 4263x1784mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 4th

1.2 TSI 5 Sdr	C	57.6	9.9	114	12	£16115
1.6 TDI 5 Sdr	A	74.3	10.7	99	13	£17815
1.2 TSI SE 5dr	C	57.6	9.9	114	13	£17235
1.4 TSI SE 5dr	C	54.3	8.2	119	17	£17835
1.6 TDI (105) SE 5dr	A	74.3	10.7	99	13	£18935
1.6 TDI (110) Ecomotive SE 5dr	A	85.6	10.7	87	14	£19925
2.0 TDI (150) SE 5dr	B	68.9	8.4	106	19	£20285
1.4 TSI ACT FR 5dr	B	54.3	8.0	109	20	£20000
1.8 TSI FR 5dr	E	47.1	7.5	139	25	£20775
2.0 TDI (150) FR 5dr	B	68.9	8.4	106	20	£21830
2.0 TDI (184) FR 5dr	C	65.7	7.5	112	26	£22820
2.0 TSI (265) Cupra SC 3dr	F	44.1	5.9	149	26	£25960
2.0 TSI (280) Cupra 3dr	F	44.1	5.8	149	26	£27510
2.0 TDI (150) X-PERIENCE SE	D	57.6	8.7	129	19	£24385
2.0 TDI (184) DSG X-PER SE Tech	E	55.4	7.1	133	23	£28870

DSG: add £1250 to 1.2 TSI SE, 1.8 TSI FR, 1.6 TDI SE, 2.0 TDI, SC 3dr: £300 less than Sdr, Leon ST: add £825

**Alhambra** - 4854x1904mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

2.0 TDI (140) Ecomotive 5	F	50.0	10.9	146	18	£25630
2.0 TDI (140) I-TECH	F	50.0	10.9	146	18	£28630
2.0 TDI (177) SE Lux	G	49.0	9.5	158	21	£32420

DSG: add £1285, SE: add £1875 to 5, SE Lux: add £5315 to 5

## SKODA

www.skoda.co.uk / Brochure: 0845 774 5745 / Dealers: 135  
Warranty: 3 years/60000 miles

**Citigo** - 3563x1641mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 31st

1.0 MPI (60) 5 3dr	B	62.8	14.4	105	1	£8275
1.0 MPI (60) SE 3dr	B	62.8	14.4	105	1	£9135
1.0 MPI (60) Black 3dr	B	62.8	14.4	105	2	£9990
1.0 MPI (60) Monte Carlo 3dr	B	62.8	14.4	105	1	£10670
1.0 MPI (75) SE L 3dr	A	67.3	13.2	98	2	£10465

ASG auto: add £305 to SE and SE L (75), 5dr: add £350, GreenTech: add £360 to (60) SE and Elegance

**Fabia** - 3992x1732mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

1.0 MPI (60) 5	B	60.1	15.7	106	2	£10600
1.0 MPI (75) 5	B	58.8	14.7	108	4	£11460
1.2 TSI (110) DSG 5	B	60.1	9.4	109	13	£13740
1.4 TDI (90) 5	A	83.1	11.1	88	12	£14090
1.0 MPI (75) SE	B	58.8	14.7	108	5	£12760
1.2 TSI (90) SE	B	60.1	10.9	107	10	£13390
1.2 TSI (110) SE	B	58.8	9.4	110	14	£14040
1.4 TDI (90) SE	A	83.1	11.1	88	12	£15390
1.4 TDI (105) SE L	A	80.7	10.1	90	14	£16840

Auto: add £1000 to 1.2 TSI (110) and 1.4 TDI (90), SE L: add £850 to SE, Monte Carlo: add £1,035 to SE L, Estate: add £1000 to selected models

**Rapid** - 4483x1706mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 25th

1.2 (90) 5	B	60.1	11.3	107	13	£14400
1.2 (90) SE	B	60.1	11.3	107	13	£15375
1.2 TSI (110) SE	B	57.7	9.8	110	17	£16115
1.2 TSI (110) Sport	B	57.7	9.8	110	17	£16165
1.4 TSI (125) DSG SE	C	58.9	9.0	114	19	£17710
1.4 TDI (90) 5	A	78.5	11.7	94	14	£16280
1.6 TDI (115) 5	B	67.3	10.0	109	17	£17160
1.4 TDI (90) SE	A	78.5	11.7	94	14	£17255
1.6 TDI (115) SE	B	67.3	10.0	109	17	£18135

Rapid Spaceback: add £540, DSG: add £1160 to 1.4 TDI, SE L: add £750 to SE

**Octavia** - 4659x1814mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 11th

1.2 TSI (110) 5	C	57.7	10.2	114	13	£16285
1.6 TDI (110) 5	A	74.3	10.6	99	13	£18300
1.2 TSI (110) SE	C	57.7	10.2	114	18	£17635
1.4 TSI (150) SE	C	55.4	8.1	118	18	£18810
1.6 TDI (110) SE	A	74.3	10.6	99	13	£19650
2.0 TDI (150) SE	B	70.6	8.4	106	19	£20535
1.4 TSI (140) SE L	C	55.4	8.1	118	19	£20510
1.6 TDI (110) SE L	A	74.3	10.6	99	14	£21350
2.0 TDI (150) SE L	B	70.6	8.4	106	20	£22235
1.8 TSI (180) Laurin & Klement	E	47.9	7.3	135	25	£26465
2.0 TDI (150) Laurin & Klement	B	70.6	8.4	106	22	£26465
1.6 TDI (110) GreenLine III	A	80.7	10.6	90	15	£20225
2.0 TDI (184) vRS	C	64.2	8.1	115	26	£24075
2.0 TSI (220) vRS	F	45.6	6.8	142	29	£23830
2.0 TDI (150) 4x4 Scout	D	58.9	9.1	125	19	£25405
2.0 TDI (184) DSG 4x4 Scout	D	56.5	7.8	129	22	£28200

DSG: add £1250 (£1390 to vRS), Estate: add £1200, SE Business: same price as SE (1.6 TDI & 2.0 TDI engines only)

**Superb** - 4856x1864mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

1.4 TSI (125) 5	D	52.3	9.9	125	14	£18640
1.6 TDI (120) 5	B	68.9	10.9	108	12	£20040
1.4 TSI (150) SE	C	57.7	8.6	115	18	£21190
1.6 TDI (120) SE	B	68.9	10.9	108	13	£21590
2.0 TDI (150) SE	B	68.9	8.9	108	18	£22090
1.4 TSI (150) SE L Executive	C	57.7	8.6	116	19	£24220
2.0 TSI (220) DSG SE L Executive	F	45.6	7.0	143	24	£27020
2.0 TDI (280) 4x4 DSG SE L Exec	C	N/A	5.8	165	27	£31020
2.0 TDI (150) SE L Executive	B	68.9	8.9	109	19	£25120
2.0 TDI (190) SE L Executive	B	68.9	8.0	107	24	£27320

DSG: add £1400, Estate: add £1200, 4x4: add £1500 to 2.0 TDI (150) (not SE Business), 2.0 TDI (190) DSG, SE Business: same as SE

diesels, Laurin & Klement: add £3620 to SE L Exec (not 1.4 TSI)

**Yeti** - 4223x1793mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 2nd

1.2 TSI (110) 5	D	51.4	10.9	128	15	£17000
1.2 TSI (110) SE	D	51.4	10.9	128	15	£18550
2.0 TDI (110) 5	C	62.8	11.6	118	14	£18300
2.0 TDI (110) SE	C	62.8	11.6	118	14	£19850
2.0 TDI (150) Monte Carlo 4x4	E	55.4	9.1	134	21	£24375
1.4 TSI (150) Outdoor L&K 4x4	F	44.8	8.7	147	21	£24960
2.0 TDI (150) Outdoor SE 4x4	E	55.4	9.1	134	20	£22690
2.0 TDI (150) Outdoor L&K 4x4	E	55.4	9.1	134	21	£26180

DSG: add £1100 to 1.2 TSI, 2.0 TDI (150) 4x4, Yeti Outdoor: same price as standard car, SE L: add £1830 to SE, SE Business: same price as SE (2.0 TDI (150) Outdoor only), 4x4: add £1730 to 2.0 TDI (110) Outdoor 5 and Outdoor SE

## SMART

www.smart.co.uk / Brochure: 0800 000 8080 / Dealers: 48  
Warranty: 3 years/unlimited miles

**fortwo** - 2695x1663mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

1.0 (71) passion	A	68.9	14.4	93	3	£11125
1.0 (71) prime	A	68.9	14.4	93	3	£11820
1.0 (71) edition #1	A	68.9	14.4	93	3	£13225
0.9T (90) passion	A	67.3	10.4	97	8	£11720
0.9T (90) prime	A	67.3	10.4	97	8	£12415
0.9T (90) edition #1	A	67.3	10.4	97	9	£13820

proxy: same price as prime

**forfour** - 3495x1665mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

1.0 (71) passion	A	67.3	15.9	97	2	£11620
1.0 (71) prime	A	67.3	15.9	97	2	£12135
1.0 (71) edition #1	A	67.3	15.9	97	3	£13720

proxy: same price as prime

## SSANGYONG

www.ssangyong.co.uk / Brochure: 0845 456 4056 / Dealers: 68  
Warranty: 5 years/unlimited miles

**Turismo** - 5130x1915mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

2.0 S	J	37.2	14.2	199	27	£17995
2.0 ES	J	37.2	14.2	199	27	£19995
2.0 EX auto 4WD	K	34.9	14.2	212	29	£23995

Auto: add £1500 to ES

**Tivoli** - 4195x1795mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

1.6 SE	F	44.1	12.0	149	14	£12950
1.6D SE	C	65.7	12.0	113	N/A	£14200
1.6 EX	F	44.1	12.0	149	14	£14600
1.6D EX	C	65.7	12.0	113	N/A	£15850
1.6D auto ELX 4WD	D	47.9	N/A	123	N/A	£19500

Auto: add £1000 to EX and ELX: add £1400 to EX, 4WD: add £1250 to EX and ELX diesel manual

**Korando** - 4410x1830mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

2.0 SE 2WD	F	47.1	9.9	147	19	£14995
2.0 ELX4 4WD	G	45.6	9.9	157	19	£19995

Auto: add £1500 to ELX4, 4WD: add £1500 to SE

**Rexton W** - 4755x1900mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

2.0 SX	J	38.2	13.0	196	31	£21995
2.0 EX	J	38.2	13.0	196	32	£24495

Auto: add £1500 to EX, ELX: add £3500 to EX

**Korando Sports** - 4990x1910mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

2.0 SX	J	37.7	N/A	199	5	£17995
2.0 EX	J	37.7	N/A	199	6	£20395

Auto: add £1500 to EX

## SUBARU

www.subaru.co.uk / Brochure: 0844 662 6612 / Dealers: 59  
Warranty: 5 years/100000 miles

**Impreza** - 4415x1740mm, **EURO-NCAP** ★★★★★

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.2i (70) Energy 3dr	D	53.3	16.0	124	3	£12710
1.4i (90) ecoFLEX Energy 3dr	C	55.4	13.2	119	6	£12515
1.0T (115) S/e ecoFLEX Energy 3dr	C	57.6	10.3	114	12	£14300
1.4T (100) S/e ecoFLEX Energy 3dr	C	55.4	11.0	119	10	£14070
1.3 CDTi (75) S/e e-FLX Energy 3dr	A	74.3	14.8	100	6	£14720
1.2i (70) Limited Edition 3dr	D	52.3	16.0	126	3	£14285
1.4i (90) Limited Edition 3dr	D	54.3	13.2	121	7	£14630
1.4T (100) S/e ecoFLEX Ltd Ed 3dr	C	55.4	11.0	119	10	£15285
1.0T (115) S/e ecoFLEX Ltd Ed 3dr	C	57.6	10.3	115	13	£16115
1.2i (70) Design 3dr	D	52.3	16.0	126	3	£11105
1.4i (90) Design 3dr	D	54.3	13.2	121	6	£11450
1.0T (90) S/e ecoFLEX Design 3dr	B	57.6	11.9	102	9	£12935
1.3 CDTi (75) S/e e-FLX Design 3dr	A	74.3	14.8	100	6	£13355
1.3 CDTi (95) S/e e-FLX Design 3dr	A	85.6	11.9	87	9	£13855
1.2i (70) SRI 3dr	C	56.3	16.0	124	3	£11775
1.4i (90) SRI 3dr	C	59.4	13.2	119	6	£12120
1.0T (90) S/e ecoFLEX SRI 3dr	B	57.6	11.9	100	9	£13605
1.4T (100) S/e ecoFLEX SRI 3dr	C	55.4	11.0	119	10	£13715
1.3 CDTi (75) S/e e-FLX SRI 3dr	A	76.3	14.8	99	6	£14025
1.3 CDTi (95) S/e e-FLX SRI 3dr	A	88.3	11.9	85	9	£14525
1.2i (70) SE 3dr	D	53.3	16.0	124	3	£12670
1.4i (90) ecoFLEX SE 3dr	C	55.4	13.2	119	6	£13015
1.0T (90) S/e ecoFLEX SE 3dr	A	57.6	11.9	100	9	£14500
1.4T (100) S/e ecoFLEX SE 3dr	C	55.4	11.0	119	10	£13670
1.3 CDTi (75) S/e e-FLX SE 3dr	A	76.3	14.8	99	7	£14920
1.3 CDTi (95) S/e e-FLX SE 3dr	A	88.3	11.9	85	9	£15420
1.6T (205) VXR 3dr	H	37.7	6.5	174	30	£18245

Auto: add £655 to 1.4i (90) (not Stirling, Limited Edition), 3dr; add £600 (not Stirling R, SRI VXR-Line; add £1035 to SRI).

#### Astra - 4370x1809mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

1.4 (100) Design	D	53.3	11.6	124	9	£15295
1.0T (105) ecoFLEX Design	A	65.7	10.5	99	12	£15995
1.4T (125) Design	D	52.3	8.6	124	16	£16045
1.4T (150) auto Design	D	52.3	8.5	125	18	£17695
1.6 CDTi (110) Design	A	78.5	10.3	95	15	£16995
1.6 CDTi (136) Design	A	78.5	9.0	99	19	£18180
1.4 (100) Energy	D	53.3	11.6	124	10	£17295
1.0T (105) ecoFLEX Energy	A	65.7	10.5	99	13	£17995
1.4T (125) Energy	D	52.3	8.6	124	16	£18045
1.6 CDTi (110) Energy	A	78.5	10.3	95	16	£18995
1.4 (100) SRI	D	52.3	11.6	127	7	£17895
1.0T (105) ecoFLEX SRI	B	64.2	10.5	102	11	£18595
1.4T (150) SRI	D	51.4	7.8	128	17	£18895
1.6T (200) SRI	F	45.6	7.3	146	20	£20435
1.6 CDTi (110) SRI	A	78.5	10.3	97	14	£19595
1.6 CDTi (136) SRI	B	72.4	9.0	103	16	£20780
1.6 BCDTi (160) SRI	C	69.3	8.0	108	19	£21395

Auto: add £400 to 1.0T, £1400 to 1.4T (150), £1320 to 1.6 CDTi (136), ecoFLEX; add £500 to 1.6 CDTi (110), Tech-Line; add £700 to Design, Elite; add £70 to SRI (not 1.4 (100)), Astra Sports Tourer; add £1290 (selected models).

#### Insignia - 4842x1856mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 165th

1.8 VVT (140) Design 5dr	H	38.7	11.5	169	14	£16944
1.4T (140) S/e Design 5dr	D	53.3	10.9	124	15	£17744
1.6 CDTi (136) S/e Design e-FLX 5dr	A	74.3	10.9	99	17	£19534
2.0 CDTi (170) S/e Design 5dr	C	65.7	9.0	114	22	£20334
1.8 VVT (140) Energy 5dr	H	38.7	11.5	169	15	£20399
1.4T (140) S/e Energy 5dr	D	51.4	10.9	129	15	£21199
1.6 CDTi (136) S/e Energy 5dr	B	72.4	10.9	104	18	£22904
2.0 CDTi (170) S/e Energy 5dr	C	62.8	9.0	118	23	£23704
1.8 VVT (140) SRI 5dr	H	39.2	11.5	169	14	£18744
1.4T (140) S/e SRI 5dr	D	51.4	10.9	129	15	£19544
1.6 CDTi (136) S/e SRI ecoFLEX 5dr	A	74.3	10.9	99	17	£21334
2.0 CDTi (170) S/e SRI ecoFLEX 5dr	C	62.8	9.0	114	23	£22134
2.0T (250) S/e SRI VXR-Line 5dr	J	35.8	7.7	186	26	£22804
1.6 CDTi (136) S/e Elite e-FLX 5dr	B	72.4	10.9	104	18	£23964
2.0 CDTi (170) S/e Elite e-FLX 5dr	C	62.8	9.0	118	23	£24764
2.8 V6T VXR SuperSport 5dr	L	27.0	5.6	249	37	£30379

Auto: add £1640 to 2.0 CDTi (130), £1760 to 2.0 CDTi (163), £2010 to 2.0T, Saloon; same price as 5dr (special order only), Sports Tourer; add £1430, Limited Edition; add £1350 to Energy, SRI VXR-Line; add £1220 to SRI (not 1.8T, 4T); SE, same price as SRI (not 1.8), Tech-Line; add £850 to SRI (not 1.8).

#### Meriva - 4288x1812mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 186th

1.4 VVT (100) Life	E	47.1	14.0	140	8	£12995
1.4 VVT (140) Exclusiv	E	47.1	14.0	140	9	£17865
1.4T (120) Exclusiv	E	47.9	11.3	139	13	£18595
1.4T (140) Exclusiv	F	44.8	10.1	149	14	£19425
1.6 CDTi (95) ecoFLEX Exclusiv	B	70.6	13.8	105	13	£20405
1.6 CDTi (110) ecoFLEX Exclusiv	A	74.3	12.5	99	16	£20715
1.6 CDTi (136) ecoFLEX Exclusiv	C	64.2	9.9	116	17	£20875
1.4 VVT (100) Tech-Line	E	47.1	14.0	140	8	£13999
1.6 CDTi (95) ecoFLEX Tech-Line	B	70.6	13.8	105	14	£16830
1.6 CDTi (136) ecoFLEX Tech-Line	C	64.2	9.9	116	17	£17175
1.4 VVT (100) SE	E	47.1	14.0	140	9	£18960
1.4T (120) SE	E	47.9	11.3	139	14	£19690
1.4T (140) SE	F	44.8	10.1	151	14	£20520
1.6 CDTi (110) ecoFLEX SE	A	74.3	12.5	99	17	£21820
1.6 CDTi (136) ecoFLEX SE	C	64.2	9.9	116	16	£21980

Auto: add £1420 to 1.4T (120).

#### Zafira Tourer - 4658x1884mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 79th

1.4T (140) Design	G	42.2	9.9	158	16	£17485
1.6 CDTi (136) S/e ecoFLEX Design	B	68.9	10.4	109	17	£20380
2.0 CDTi (170) S/e Design	D	57.7	9.1	129	22	£20500
1.4T (140) Exclusiv	G	42.2	9.9	158	16	£20800
1.6 CDTi (136) S/e e-FLX Exclusiv	B	68.9	10.4	109	17	£23615
2.0 CDTi (170) S/e Exclusiv	D	57.7	9.1	129	22	£23815
1.6 (140) Energy	G	42.2	9.9	158	16	£20695
1.6 CDTi (136) S/e ecoFLEX Energy	B	68.9	10.4	109	17	£23420
2.0 CDTi (170) S/e Energy	D	57.7	9.1	129	22	£23620
1.4T (140) SRI	G	42.2	9.9	158	15	£22150
1.6 CDTi (136) S/e ecoFLEX SRI	B	68.9	10.4	109	16	£24965
2.0 CDTi (170) S/e SRI	D	57.7	9.1	129	21	£25230
1.4T (140) SE	G	42.2	9.9	158	15	£22435
1.6 CDTi (136) S/e ecoFLEX SE	B	68.9	10.4	109	16	£25250
2.0 CDTi (170) S/e SE	D	57.7	9.1	129	21	£25450

Auto: add £1520 to 1.4T, £1120 to 2.0 CDTi (170), Tech-Line; add £1995 to Design, Elite; add £1480 to SE.

#### Mokka - 4280x1777mm, EURO-NCAP N/A

DRIVER POWER POS: 88th

1.6 16v (115) S/e Exclusiv	G	41.5	11.9	159	6	£18539
1.4T (140) S/e Exclusiv	F	45.6	9.3	145	12	£19214
1.6 CDTi (110) S/e e-FLX Exclusiv	B	68.9	11.7	109	13	£20404
1.6 CDTi (136) S/e e-FLX Exclusiv	B	68.9	9.3	109	15	£20754

Auto: add £915 to 1.4T, £1005 to 1.6 CDTi (136), 4dr; add £1720, Tech-Line; £2000 less than Exclusiv, SE; add £2500 to Exclusiv.

#### Antara - 4596x1850mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.2 CDTi (163) Exclusiv AWD	H	43.0	9.9	175	25	£24070
2.2 CDTi (163) Exclusiv FWD	H	45.0	9.9	167	25	£21650
2.2 CDTi (163) SE Nav AWD	H	43.0	9.9	175	28	£26910
2.2 CDTi (184) SE Nav AWD	H	43.0	9.6	175	28	£27970

Diamond: add £800 to Exclusiv

#### GTC - 4469x1840mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 172nd

1.4T (120) S/e SRI	F	47.1	10.2	142	14	£19995
1.4T (140) S/e SRI	F	47.1	9.0	142	16	£20395
1.6T (200) S/e SRI	F	44.8	7.3	149	27	£21745
1.6 CDTi (110) S/e ecoFLEX SRI	C	67.3	11.6	111	15	£22715
1.6 CDTi (136) S/e ecoFLEX SRI	C	65.7	9.5	115	19	£23530
2.0T (280) VXR	I	36.2	6.0	184	35	£28070

Auto: add £1325 to 1.4T (140), Limited Edition; add £2800

#### Cascada - 4696x1839mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.4T (140) S/e SE	F	44.1	10.2	149	20	£24500
1.4T (140) S/e SE Elite	F	44.1	10.2	149	21	£28125
1.6T (170) auto Elite	H	38.7	9.2	172	24	£30745
1.6T (200) S/e Elite	G	42.2	8.5	158	26	£29760
2.0 CDTi (170) S/e SE	F	57.6	9.6	129	25	£30135

Auto: add Elite spec; add £2700 to SE

#### VXR8 - 4941x1781mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

6.2 V8 GT5	M	18.5	4.2	363	50	£54509
6.2 V8 GT5 auto	M	18.0	4.2	373	50	£56234

#### VOLKSWAGEN

www.volkswagen.co.uk / Brochure: 0800 333 666 / Dealers: 223

Warranty: 3 years/60000 miles

#### up! - 3540x1641mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 56th

1.0 (60) Take up! 3dr	B	63.0	14.4	105	1	£8870
1.0 (60) Move up! 3dr	B	63.0	14.4	105	1	£9925
1.0 (75) High up! 3dr	B	60.0	13.2	108	2	£15100
1.0 (75) Club/Street up! 3dr	B	60.0	13.2	108	5	£12110
1.0 (75) Rock up! 3dr	B	60.0	13.2	108	4	£13580
BEV (82) e-up! 3dr	A	N/A	12.4	0	10	£19270

Auto: add £595 to Move up! and High up! 3dr; add £375 to 3dr; BMT; add £360 to Move and High up!

#### Polo - 3970-3972x1662mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 167th

1.0 (60) S 3dr	B	60.1	15.5	106	7	£11300
1.0 (60) S A/C 3dr	B	60.1	15.5	106	8	£12020
1.0 (60) SE 3dr	B	60.1	15.5	106	8	£12635
1.0 (75) SE 3dr	B	58.9	14.3	108	10	£13160
1.2 TSI (90) SE 3dr	B	60.1	10.8	107	15	£13780
1.2 TSI (90) R-Line 3dr	B	60.1	10.8	107	15	£16230
1.4 TDI (75) SE 3dr	A	83.1	12.9	88	13	£14845
1.0 TSI (110) SEL 3dr	B	58.9	9.3	110	19	£16310
1.0 TSI (110) R-Line 3dr	B	58.9	9.3	110	19	£16960
1.0 TSI (95) BlueMotion 3dr	A	58.9	10.5	94	16	£14780
1.4 TDI (90) SEL 3dr	A	83.1	10.9	88	16	£16820
1.4 TDI (90) R-Line 3dr	A	83.1	10.9	88	16	£17470
1.4 TSI ACT (150) Blue GT 3dr	B	58.9	7.8	110	24	£17910
1.8 TSI (132) GT 3dr	E	47.1	6	139	29	£18900

DSG: add £1415 to 1.2 TSI SE, £3735 to 1.2 TSI SEL, BlueGT 5dr; and £1000 to 1.8 TSI GT.  
DSG, SE Design: add £1100 to SE

# HAMILTON REIGNS SUP

## BRIT STAR TOPS BILL IN A BUSY YEAR FOR MOTORSPORT



**Stephen Errity**

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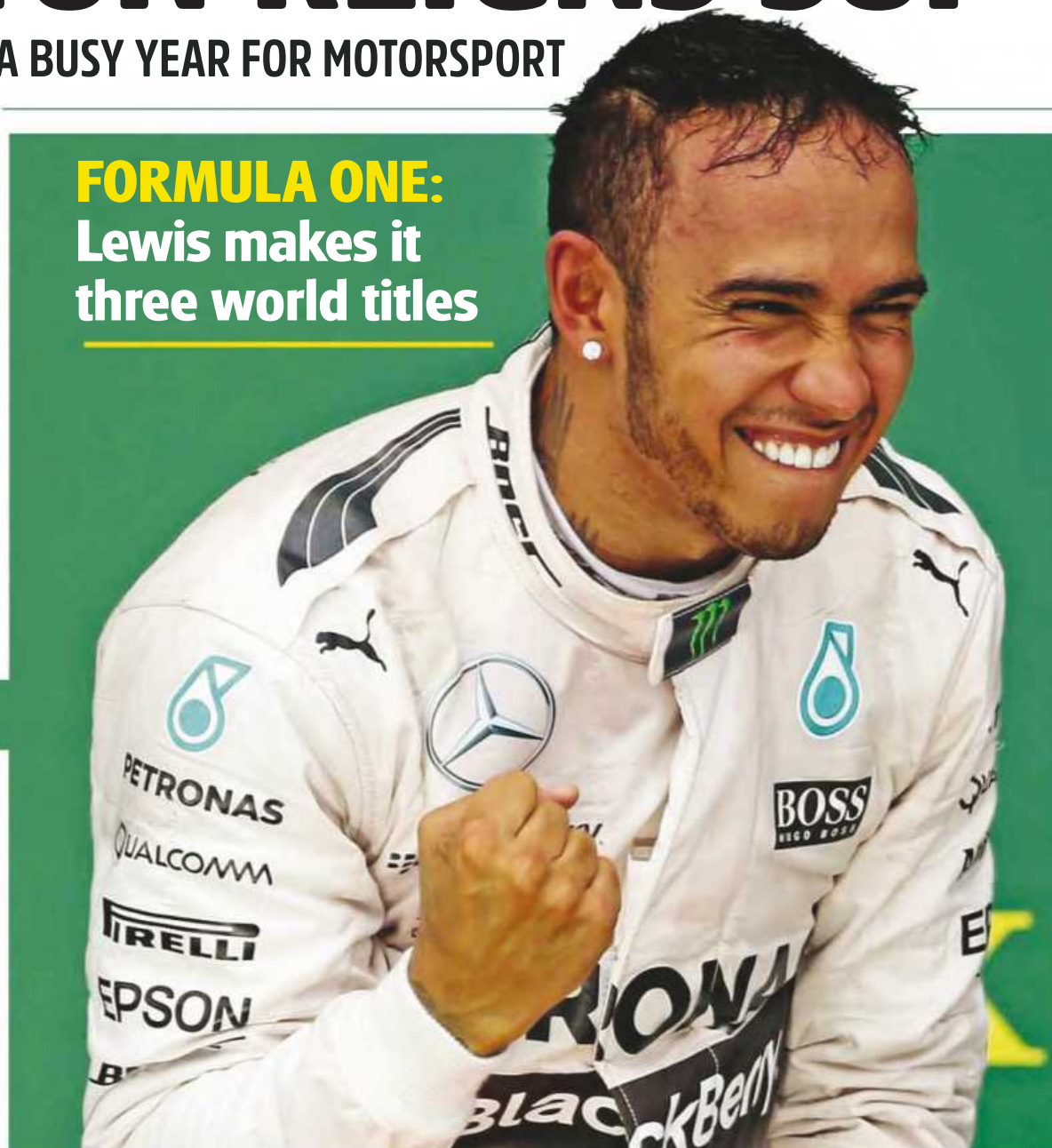
**AE** THERE wasn't much change at the top in world motorsport this season, with the Formula One, World Rally, World Touring Car and World Rallycross drivers' titles all going to the same men who lifted them in 2014.

But there were winds of change as well – not least from Formula E, which rounded out the first full season of all-electric motor racing and crowned its inaugural champion in June.

With a support series for driverless cars in the works, involvement from several big manufacturers (and more on the way), the series is definitely one to watch this year.

But the most crowd-pleasing racing of the year was probably in the World Endurance Championship, where Porsche won Le Mans for the first time since 1998 and Mark Webber secured the title of world champion that had eluded him during an 11-season F1 career.

### FORMULA ONE: Lewis makes it three world titles



## WEC: Webber shines as Porsche takes title

AUDI and Porsche were almost inseparable early in the year, but the Porsche 919's straight-line speed proved decisive at Le Mans, where Nick Tandy, Nico Hulkenberg and Earl Bamber won.

At the Nürburgring, the introduction of a new aerodynamic package ensured the Stuttgart marque never looked back, despite a heroic challenge from Audi over the rest of the year.

The #17 line-up of Timo Bernhard, Brendon Hartley and ex-F1 man Mark Webber won four races on the trot on their way to taking the title.



### OUT IN FRONT

Porsche hybrid was in league of its own for much of the WEC season

# REME

AFTER 2014's down-to-the-wire decider in Abu Dhabi, it was widely expected that Nico Rosberg would push Lewis Hamilton even harder for the world title this year.

But Hamilton stamped his authority with a run of four pole positions and three wins from the first four races.

Even an early-summer spike of form that saw Rosberg win in Spain, Monaco and Austria wasn't enough to derail the charge, with Hamilton looking much more relaxed and in control than last season.

The title was decided by October's United States Grand Prix in Texas and only Ferrari's Sebastian Vettel managed to break the Mercedes hold on the top step of the podium – the German won in Malaysia, Hungary and Singapore.

**“Even Rosberg's early-summer wins in Spain, Monaco and Austria weren't enough to derail Hamilton's title charge”**



## WRC: Volkswagen and Ogier prove unbeatable once more

**AE** COMPATRIOTS Sébastien Ogier and Sébastien Loeb did not get on well during the single season they were team-mates at Citroën in 2011, but since Loeb's retirement from rallying, Ogier has dominated in much the same fashion as nine-time title winner Loeb did.

The 31-year-old won eight of the season's 13 rallies and finished second a further four times to utterly outclass his Volkswagen team-mate Jari-Matti Latvala.

Third Volkswagen driver Andreas Mikkelsen and Citroën's Kris Meeke were the only others to get a look in, taking a win apiece in Spain and Argentina respectively.

With Ford ending its works rally programme at the end of 2012, Malcolm Wilson's M-Sport outfit has been left to fly the flag for the brand on an independent basis since then.

Welshman Elfyn Evans drove one of the team's Fiestas this season, managing a best of fourth in Mexico and Argentina.

### DREAM TEAM

Ogier and VW have reigned supreme for the last three WRC seasons



## DTM: Merc's young gun Wehrlein wins

ONE of the most open DTM seasons in years saw no less than 13 of the 25 entered drivers winning at least once.

Britain's Jamie Green was bitterly disappointed to miss out on the title after taking four victories for Audi, but in the end the greater consistency of Mercedes-AMG's F1-bound prodigy Pascal Wehrlein saw the talented 21-year-old (who won twice) prevail.



## WTCC: Lopez does double for Citroën

CITROËN has been untouchable ever since it launched its World Touring Car Championship campaign in 2014.

But instead of long-established French stars Yvan Muller and Sébastien Loeb, it's the Argentinian Jose Maria Lopez who's led the charge, winning the title two years on the trot now.

Honda drivers Norbert Michelisz and Tiago Monteiro managed to beat Citroën's juggernaut just twice all year.



## FORMULA E: Piquet is motorsport's first electric champion

THE winter-to-summer calendar used by Formula E saw its inaugural season wrap up at London's Battersea Park in mid-June.

Two tense races ended with Brazilian former F1 man Nelson Piquet Jr overcoming the challenge of Sébastien Buemi to be crowned the first electric world champion.

The series' 2015-16 season has already begun, and the move away from a universal motor has already shaken up the order, with Buemi's Renault team looking imperious and Piquet Jr struggling to make an impression at NEXTEV TCR.



Piquet Jr, son of three-time F1 champion Nelson, won the Formula E title in London

## WORLD RX: Solberg beats young rivals

EXPERIENCE triumphed over youth in World Rallycross, as veteran Petter Solberg took his second title in a row.

The Norwegian former World Rally Champion had to see off a determined challenge from Peugeot's 23-year-old Swede Timmy Hansen, who kept the fight going all the way to the final round in Argentina at the end of November.

# Renault eyes return to the top

■ **French brand hopes to revive F1 glory days as it seals Lotus buyout**



**Stephen Errity**

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**RENAULT** plans to return to the glory days after finally confirming its buyout of the Lotus Formula One team.

The French brand won the drivers' crown with Fernando Alonso in 2005 and 2006 when it owned the Oxfordshire-based squad from 2002 to 2010. And Renault chairman and CEO, Carlos Ghosn, said: "Our ambition is to win – even if it'll take some time."

Ghosn was speaking after the outfit sealed its return to the sport's top level as a constructor for the first time since 2009, and added: "Renault had two options: to come back to F1 at 100 per cent or leave."

"After a detailed study, I have decided that Renault will be in Formula One, starting [in] 2016. The final details supplied by F1's main stakeholders gave us the confidence to accept this new challenge."

Although not confirmed by the team, it's been reported that Renault has made a nine-year commitment to the sport.

As part of its announcement, Renault expressed disappointment about its current partnership with Red Bull, saying: "The payback as an engine supplier was limited. The return on the investment necessitated by the new engine regulations and the return in terms of image were low."

For its part, Red Bull will continue to use Renault engines in 2016. However, they'll be badged with the name of Swiss luxury watch brand TAG Heuer, which has switched its sponsorship from McLaren. It's believed the Milton Keynes-based team will still look for

Enstone-based Lotus team will revert to being a works Renault team next year



■ **IN THE DRIVING SEAT?** Palmer (far left) and Maldonado (left): signed by Lotus, but not confirmed by Renault

a longer-term engine partner for the 2017 season and beyond – possibly Honda – while the Red Bull 'junior' squad Toro Rosso is set to use a year-old Ferrari powertrain for the 2016 season at least.

Lotus had previously announced British GP2 champion Jolyon Palmer (son of former F1 driver Jonathan) and Venezuelan Pastor Maldonado as its driver line-up for the 2016 season. It's believed they'll retain their seats as part of the transition to full Renault ownership.

**"Renault had two options: to come back at 100 per cent or leave Formula One entirely. Our ambition is to win races – even if it'll take some time"** Carlos Ghosn Renault chairman & CEO

## WTCC announces 2016 calendar

WORLD Touring Car Championship bosses have announced a 12-round provisional calendar and changes to the tin-top series' race weekend format for the 2016 season.

There will still be two races per event, but they will now be known as the 'Opening Race' and 'Main Race'. The grid for the first will be decided by Qualifying 2, with the fastest 10 drivers lining up in reverse order.

The grid for the Main Race will follow the combined qualifying classification order, with the battle for pole position fought out by the five drivers contesting Qualifying 3.

After kicking off at an as-yet-unnamed venue in March, the series will visit France, Slovakia, Hungary, Morocco, Germany, Portugal, Argentina, Japan, China and Thailand, with the season finale in Qatar.

### WORLD TOUR

Thailand is one of 12 far-flung venues on the WTCC's 2016 race schedule



## JLR plays down Silverstone talk

JAGUAR Land Rover has responded coolly to rumours last week that it's considering buying the Silverstone circuit in Northamptonshire.

A spokesman said: "Jaguar Land Rover continually looks to invest and grow its business in the UK. We constantly evaluate a wide range of opportunities, which are confidential."

Silverstone owner the British Racing Drivers' Club said it had not yet received a formal bid from the company, but it would consider any offer "on its merits".



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**AE** WINTER proper has just arrived. Surprise, surprise, it's cold, dark, wet and windy. Arctic conditions are en route. Weather-wise, this is the season of badwill.

So what's the latest advice from Brake, the pressure group that's – increasingly, I fear – anti-motorist? Simple: "Drive less."

Put another way, walk past the taxed and insured, 100 per cent legal car that's costing you thousands per annum to own... then, er, keep walking. If you're tempted to follow Brake's 'park it, don't drive it' command, I can give you an insight into what to expect. That's because I swapped car keys for walking boots for a full month in autumn.

The positives are that I got plenty of much needed exercise, I lost a little weight, and I did my bit for planet earth. However, my feet are now beyond blistered and my back is playing up like never before. I blew almost 100 hours walking nearly 270 miles during my month on pavements. Compare that with a good day on open roads, where similar mileage is possible in four or five hours.

By walking everywhere I simply couldn't – and didn't – get to neighbouring towns, cities, countryside, beaches, sports venues, out-of-town shopping centres, you name it.

Without access to a car I felt like a prisoner robbed of going places, seeing things and meeting people. No car means reduced opportunities, a lack of liberty and freedom, plus unprecedented boredom.

Worse still, my almost 300 miles on foot were comparatively dangerous – largely due to inappropriately large, kerb-cutting buses, coaches, trucks, vans, street-cleaning vehicles and JCBs. The occasional taxi or car driver stepped out of line, too. As did a few folk perched on two-wheelers. Brake also fails to mention Department for Transport figures proving that (in terms of accident rates per mile covered) walking and bike riding are THE most dangerous ways to travel on Britain's pavements, paths and roads.

Why waste precious hours walking at 3mph instead of driving at up to 70mph? Why expose yourself to filthy weather, sheer boredom, and the lack of liberty that non-car ownership (or usership) brings? And why take the risk of walking many miles on badly lit streets this cold, dark winter when car travel is considerably safer and far more effective? You wouldn't. So don't. If you have a car, use it. If you don't have one, you really don't know what you're missing.



**Mike Rutherford**

Motoring's most outspoken and opinionated columnist sounds off

**W** Without access to a car, I felt like a prisoner robbed of going places, seeing things and meeting people

## next issue

### DRIVEN



## New Mégane

Renault looks great, but what's it like on the road? We get behind wheel of 2016 Golf rival

### DRIVEN



## RWD Huracán

Lamborghini pumps up the fun factor with new, lighter, rear-wheel-drive baby supercar

### TESTED



## New Jaguar XF vs A6 and 5 Series

Who'll come out on top as big-selling 2.0 diesels battle for the executive car crown?

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